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City Of Rosemead

GENERAL PLAN

Wilsey & Ham
Consultants to the City

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[Rosemead City Council]
City planning Rosemead

Adopted by City Council,
April 21, 1972

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INTRODUCTION

PURPOSE OF THE GENERAL PLAN

The General Plan is a general outline for the future development of the City of Rosemead. The General Plan is intended to provide citizens and governmental entities, such as the County and State, with a clear picture of Rosemead's development objectives and policies. The General Plan also provides a framework for day-to-day decision making by the City Council, Planning Commission and City staff.

NATURE OF THE GENERAL PLAN

The General Plan is broad in scope with 10 major elements covering nearly all aspects of city development. Recommendations are at a general rather than a detailed level. The recommendations vary in the ease with which they may be implemented. This is due to the varying degrees of complexity inherent in different development processes. For example, the development process for a local park is much less complicated and time consuming than for a freeway or industrial complex because there are fewer agencies and programs involved.

Appropriate time scales for projection of the General Plan into the future vary from element to element. Some elements, such as housing or regionally oriented transportation improvements, will take several decades or more to reach the levels recommended in the land use plan. Other improvements, such as selected park or local street improvements, can be implemented within the framework of the six-year Capital Program recommended in the Implementation Element. For this reason proposed land uses have been indicated for 1980 and, in the Appendixes, for 1990 and beyond.

Each of the Plan Elements is discussed in terms of Problems and Opportunities, Development Objectives, Development Recommendations, and Implementation.

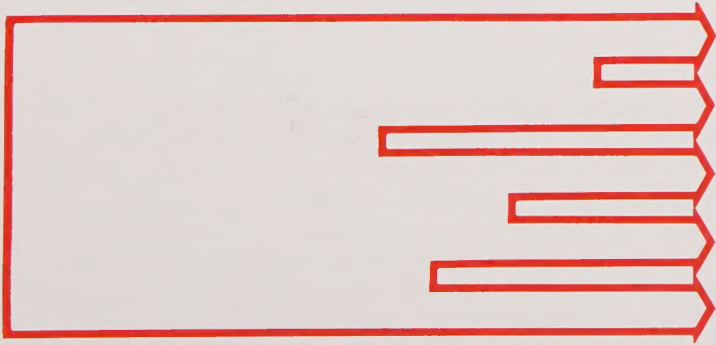
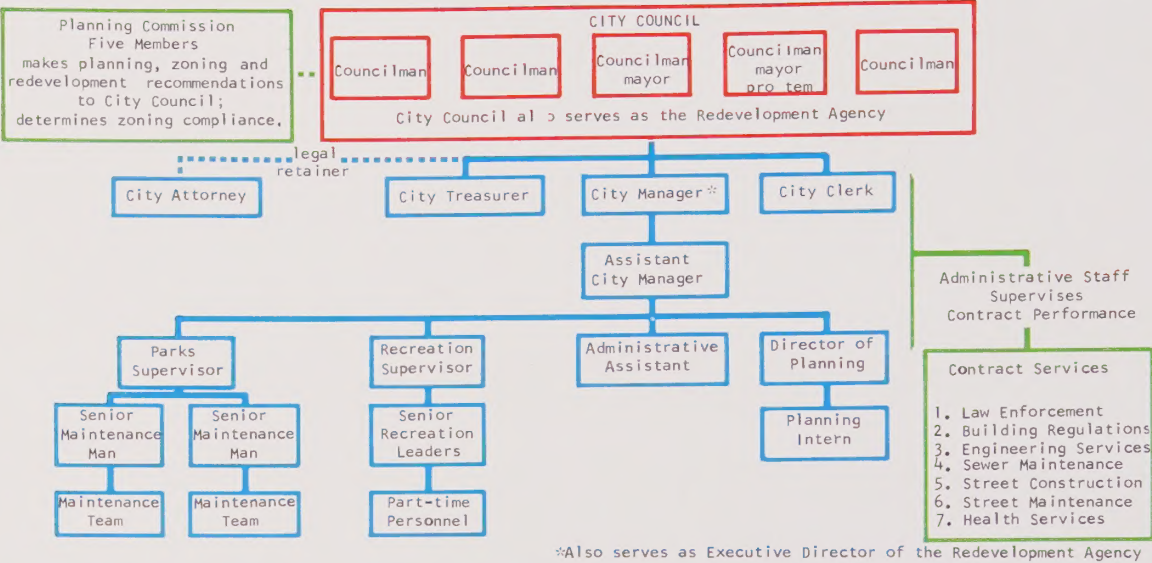
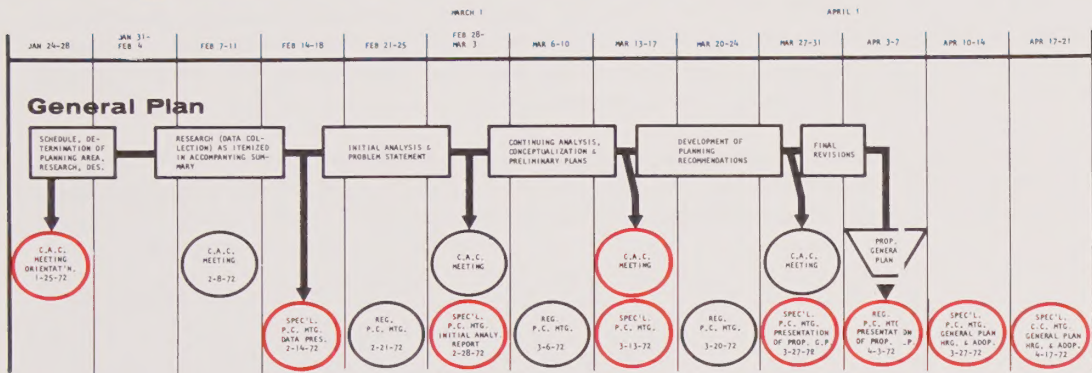
THE ROSEMEAD GENERAL PLANNING PROCESS

Figure i-1 on the opposite page shows the process that was used in developing the General Plan Recommendations. The process consisted of the preparation of technical studies and recommendations by Wilsey & Ham concurrent with the evaluation of problems, opportunities, objectives and priorities by the 60-member Citizen's Advisory Committee -- a representative cross section of Rosemead residents, city officials and businessmen. Many CAC working sessions, a bus tour and several public meetings were held in the effort to exchange ideas and information between CAC members, the public and Wilsey & Ham. Most of the recommendations of Wilsey & Ham are in agreement with the objectives and priorities specified by the Citizen's Advisory Committee.

Working Papers containing detailed background information and preliminary recommendations were developed by Wilsey & Ham based on these technical studies and Citizen Advisory Committee inputs. The Working Papers are available for reference at City Hall and in the Regional Library. An information kiosk, to inform residents of meetings and general planning progress, has been located in various public facilities and shopping areas throughout the city. A special edition of the official City of Rosemead Newsletter, containing the Preliminary General Plan Recommendations, was delivered to the over 12,000 households in Rosemead three weeks prior to the Planning Commission public hearing.

Figure i-2 on the opposite page shows the structure of Rosemead's city government. This structure provides the framework for implementation of the General Plan recommendations.

City Of Rosemead: General Plan Program Schedule



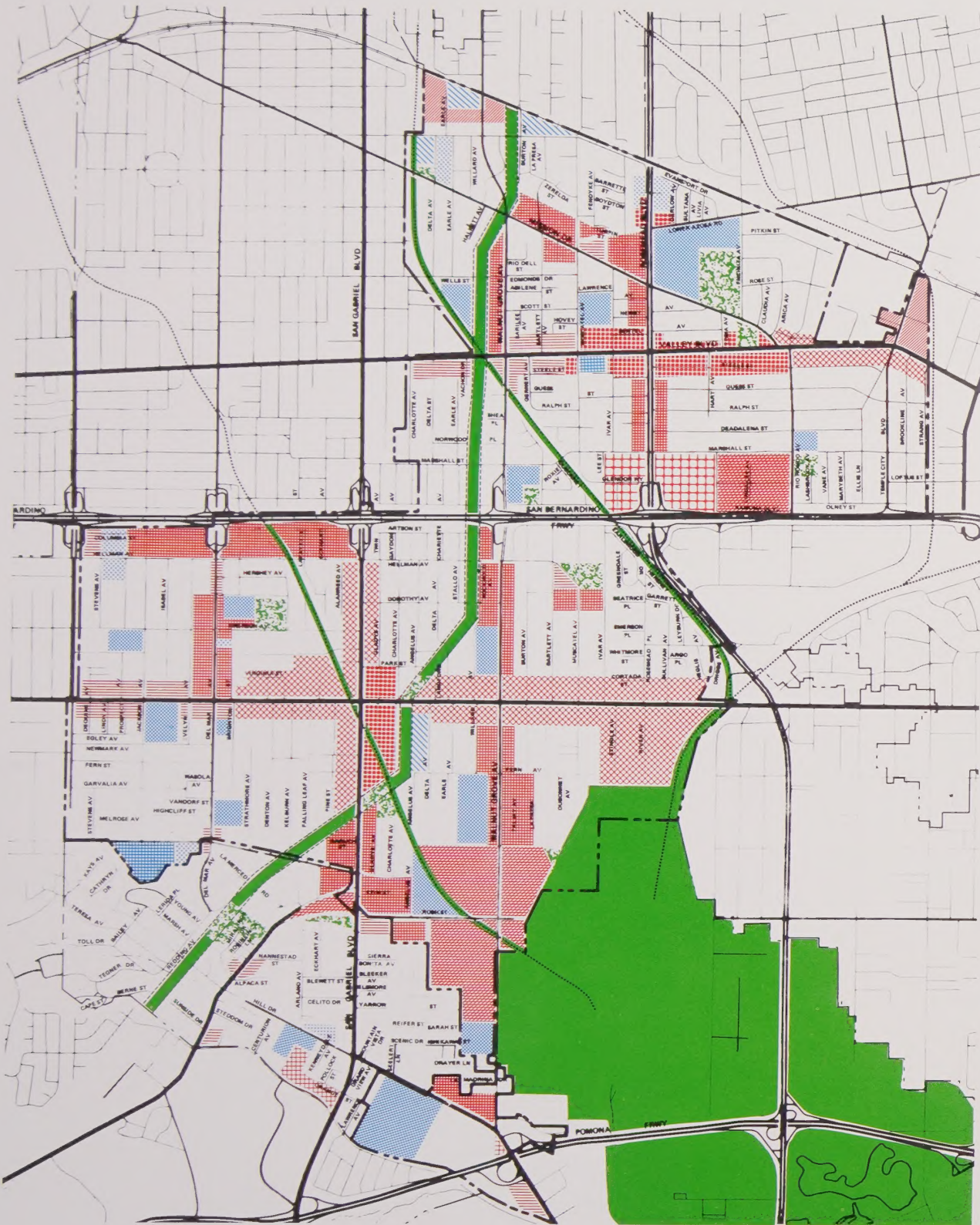


FIGURE 1-1: PROPOSED LAND USE: 1980

COMMERCE
 Regional
 Community
 Neighborhood
 Convenience

Office Park with Research and Development (Rosemead Square)
 Office and Regional Retail and/or Service Industry (S.C.E. Area)

HOUSING
 Low and Medium Density
 High Density
INDUSTRY
 Light
 Service with Regional Commercial

PUBLIC FACILITIES
 Local Open Space/Recreation
 Regional Open Space/Recreation
 Schools
 Public Institutions
 Private Institutions
 Utilities

7. CIRCULATION

Streets

Major emphasis is recommended on improvement of regional access to Rosemead Square. Feasibility studies for improvements of the Rosemead Boulevard and San Bernardino Freeway access to Rosemead Square are outlined in Element 7 and Appendix I.

To improve intracity auto and pedestrian movement and safety it is recommended that extensions be made of Hellman Avenue to Muscatel and Rosemead Boulevard, of Marshall Street from Rio Hondo to Vane. Implementation of the proposed Rush Street extension is recommended to improve access to the Whittier Narrows recreation area. Further study of the county's plans for extension of Lower Azusa to Mission Drive is suggested to provide a better east-west flow of traffic and relieve local congestion. Study is also recommended for a bridge over the Alhambra Wash at Klingerman Street to provide improved east-west auto and pedestrian circulation.

Also recommended are modifications in local streets, utilizing loop streets and cul-de-sacs, to permit better development of pedestrian systems and arterial circulation and alleviate problems such as the intersections of DeAdalena and Glendon Way with Rosemead Boulevard.

Public Transportation

Extension of bus routes to provide better coverage for existing and projected population is recommended. Further consideration of a busway parking or station facility in the vicinity of Rosemead Square is recommended to promote commercial development, increase sales tax revenue and develop the City's employment base. A feasibility study for development of a Rosemead mini-bus system to provide residents with better access to shopping and community facilities is also recommended.

Pedestrian Ways

Development of the flood control channels for regional bicycle and hiking ways is planned by the county. Further consideration for development of a complementary, perpendicular system utilizing other potentially available rights-of-way is recommended to provide the City of Rosemead with a unique system of pedestrian ways throughout the city.

8. OTHER ENVIRONMENTAL FACTORS

These factors include elements for Conservation and Open Space, Noise, Seismic, Waste Disposal and Scenic Highways. Background information and policy recommendations for these elements are made in the text of the General Plan.

9. ANNEXATION STUDY

Annexation of all or parts of unincorporated South San Gabriel would involve considerable costs in public improvements including recreation and flood control as well as administrative and planning costs. Annexation would give the City more workable boundaries for efficient provision of some public services, and give some guidance for the quality of development which will affect residents of both the Annexation Study area and the City of Rosemead. Since little sales tax-generating commercial development exists in this area, dollar costs of annexation are likely to exceed dollar benefits and annexation should be undertaken cautiously only on request of a legal majority of the residents.

10. IMPLEMENTATION

Private capital will be used to implement the recommendations where possible because developers, following the General Plan, can determine the feasibility of and carry out such developments. The city has a responsibility to inform the citizens of federal and state programs assisting community or private developments and to determine whether such programs, if used, will be beneficial to the community. Table 10-1 summarizes the wide variety of implementation techniques and programs that are available.



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POPULATION

ELEMENT

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PAGE 2-1

2. POPULATION

Knowledge of the present and future size, structure and geographical distribution of the population is required in planning for the amount and location of needed public facilities and services including schools, parks, health facilities and transportation. This information is also needed for projecting requirements for housing, employment and commercial facilities to serve the population.

Problems of population in Rosemead include:

- * 1970 Census data indicate existence of large elderly and youth populations requiring a higher level and greater distribution of public services.

Opportunities of population include:

- * Upwardly mobile nature of lower-income population.
- * Achievement of a relatively stable growth plateau, but with continued demand for residential space.
- * Existence of a rich and varied cultural background.

PROBLEMS AND OPPORTUNITIES

DEVELOPMENT OBJECTIVES

The regional pattern of employment, transportation and housing has definite and predictable effects on population size and structure for Rosemead in the absence of any public action. Without City actions there will continue to be unorganized infill of areas with housing and commercial and continuing deterioration of problem areas. However, Rosemead can positively guide the natural market forces through policies that both control growth and maintain Rosemead as a desirable place to live and work for all population groups. Location factors that will influence the rate and kind of population growth include the nature of the available housing stock, type and amount of employment, accessibility, and various amenities including quality of schools and the natural environment and the composition of the present population. Development objectives insuring the most flexible response to market forces and avoiding rapid fluctuations in population size or structure through obsolescence include:

- * Provision of opportunities so that anyone wishing to both live and work in Rosemead will be able to do so.
- * Provision of housing, shopping, public facilities and services that will attract and maintain a population with a variety of backgrounds, skills and income levels, ages and family types.

DEVELOPMENT RECOMMENDATIONS

- * Take greater account of special needs of low-income population in developing city plans and programs.
- * Coordinate the quantity and location of new housing and employment to balance development with community facilities and services.

IMPLEMENTATION

All elements of the General Plan include policies and programs relating to implementation of generalized population objectives.

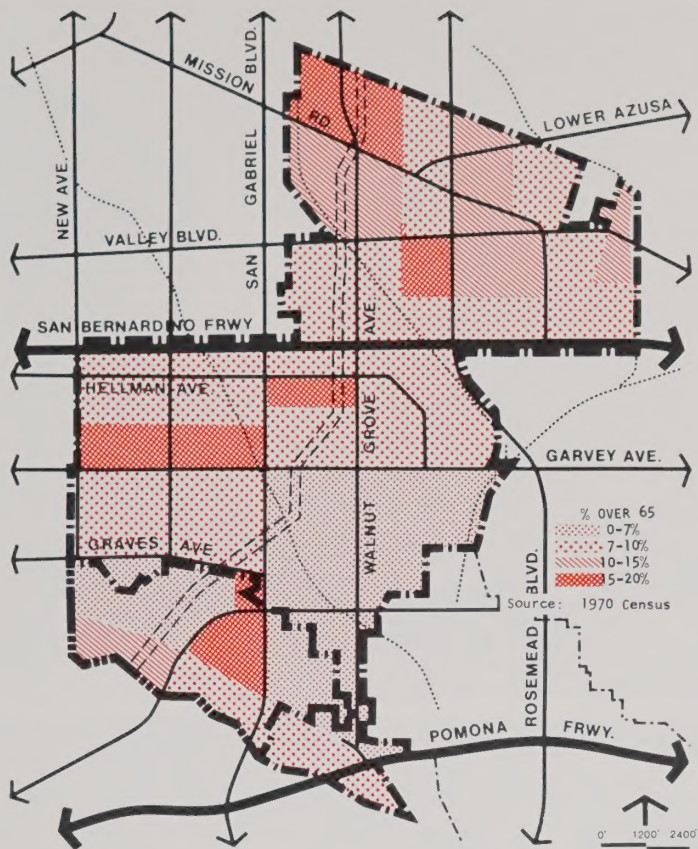


FIGURE 2-1: POPULATION OVER 65

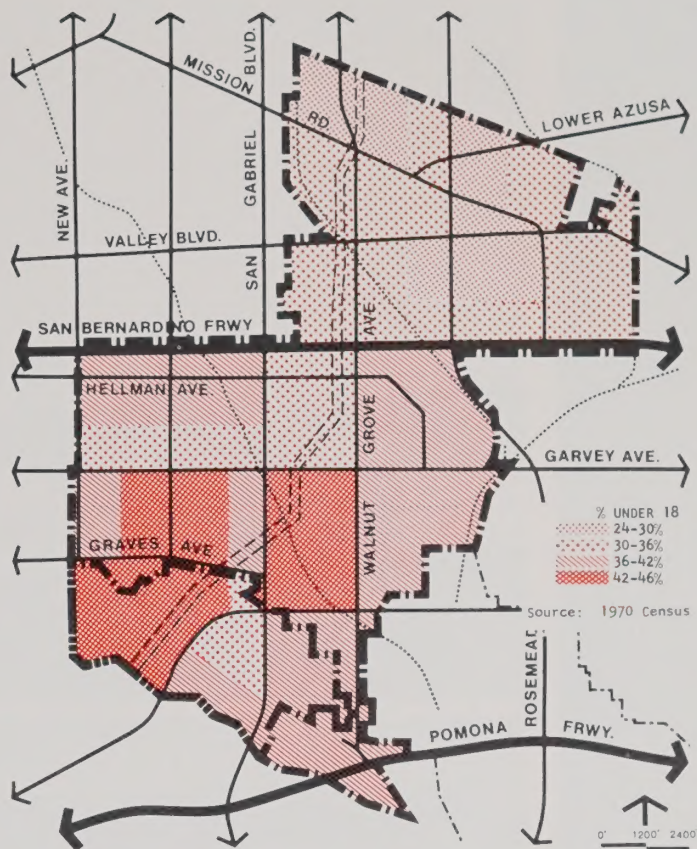


FIGURE 2-2: POPULATION UNDER 18

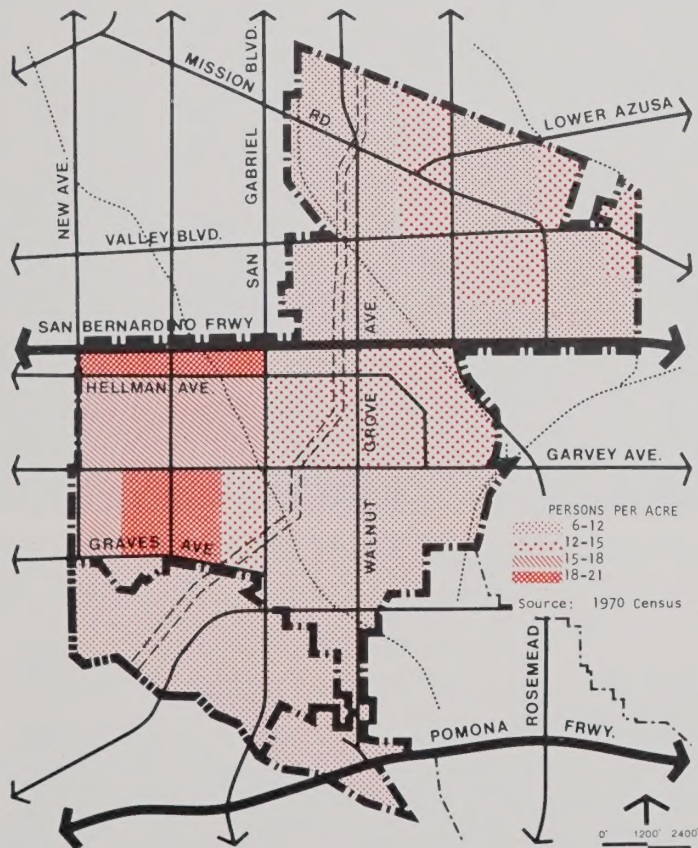


FIGURE 2-3: POPULATION DENSITY

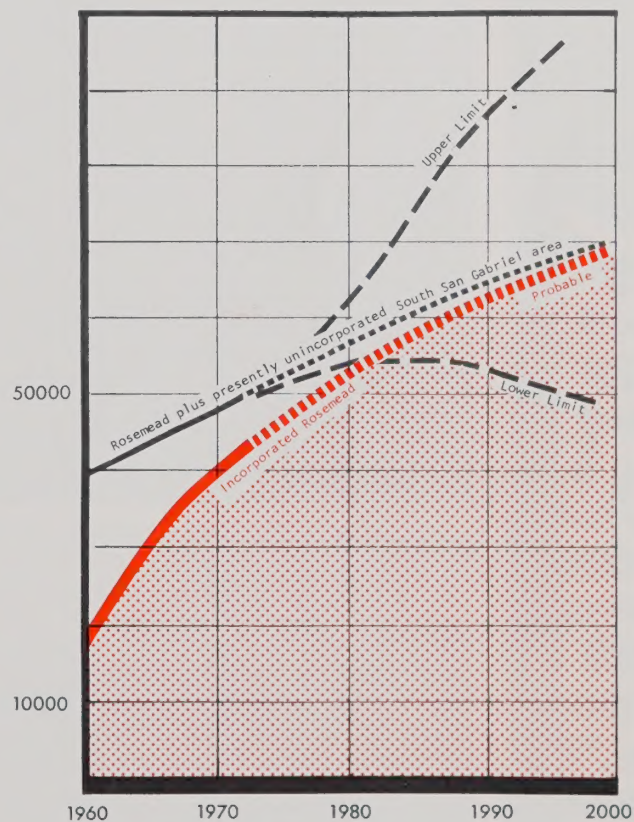


FIGURE 2-4: PROJECTED POPULATION

3. INDUSTRY

Industrial development is defined in a broad sense for the General Plan to include all sources of basic income. Industries provide a city, region and nation's economic base which in turn generates the demand for commercial, housing and other needed services and facilities.

PROBLEMS AND OPPORTUNITIES

Problems of industrial development in Rosemead include:

- * lack of extensive undeveloped land suitable for industrial development
- * local competition from El Monte's Flair Park, South El Monte's industrial area and the City of Industry
- * regional competition from adjoining counties where more land is available at lower cost with fewer restrictions.

Opportunities for industrial development include:

- * good freeway and highway access for all types of industry
- * central location in the San Gabriel Valley for ease of access to population, business and industry requiring goods and services
- * presence of Southern California Edison and Rosemead Square as sound anchors for additional development
- * proximity of the county golf course and Whittier Narrows recreation area
- * availability of nearby rail lines for shipping
- * conversion of strip commercial to industrial.

DEVELOPMENT OBJECTIVES

Development objectives that respond to the above problems and opportunities and the population problems and opportunities include:

- * development of a diversified job base to provide employment in both skilled and semi-skilled jobs offering a full range of employment opportunities for Rosemead residents
- * development of job training programs to upgrade the overall level of resident skills
- * further development of incentives for industry to locate in Rosemead through special assistance programs
- * minimization of the possible negative effects of industry such as noise, pollution or traffic generation.

DEVELOPMENT RECOMMENDATIONS

- * Seek industries in the basic employment categories of manufacturing, aerospace and defense, wholesale trade and research and development for the reasons described in Appendix G.
- * utilize joint development of industry with commercial in order to insure maximum benefits from scarce available land in Rosemead
- * develop research and development combined with office facilities in the Southern California Edison area
- * develop service industries, the most rapidly growing segment of the economy, in the East Garvey, West Garvey and South San Gabriel and East Valley areas
- * develop research and development and/or selected types of service industries, combined with regional shopping and/or office space, in the Rosemead Square area.

IMPLEMENTATION

- * Utilize Planned Development districts with development guidelines to illustrate the desired kind and quality of employment facilities.
- * Utilize redevelopment where necessary to assemble suitable development parcels.
- * Develop small business assistance and manpower programs to promote minority entrepreneurial and job skills development.
- * Place high priority on the development of the supporting access and open space facilities shown in figure 3-2 to enhance the industrial environment.

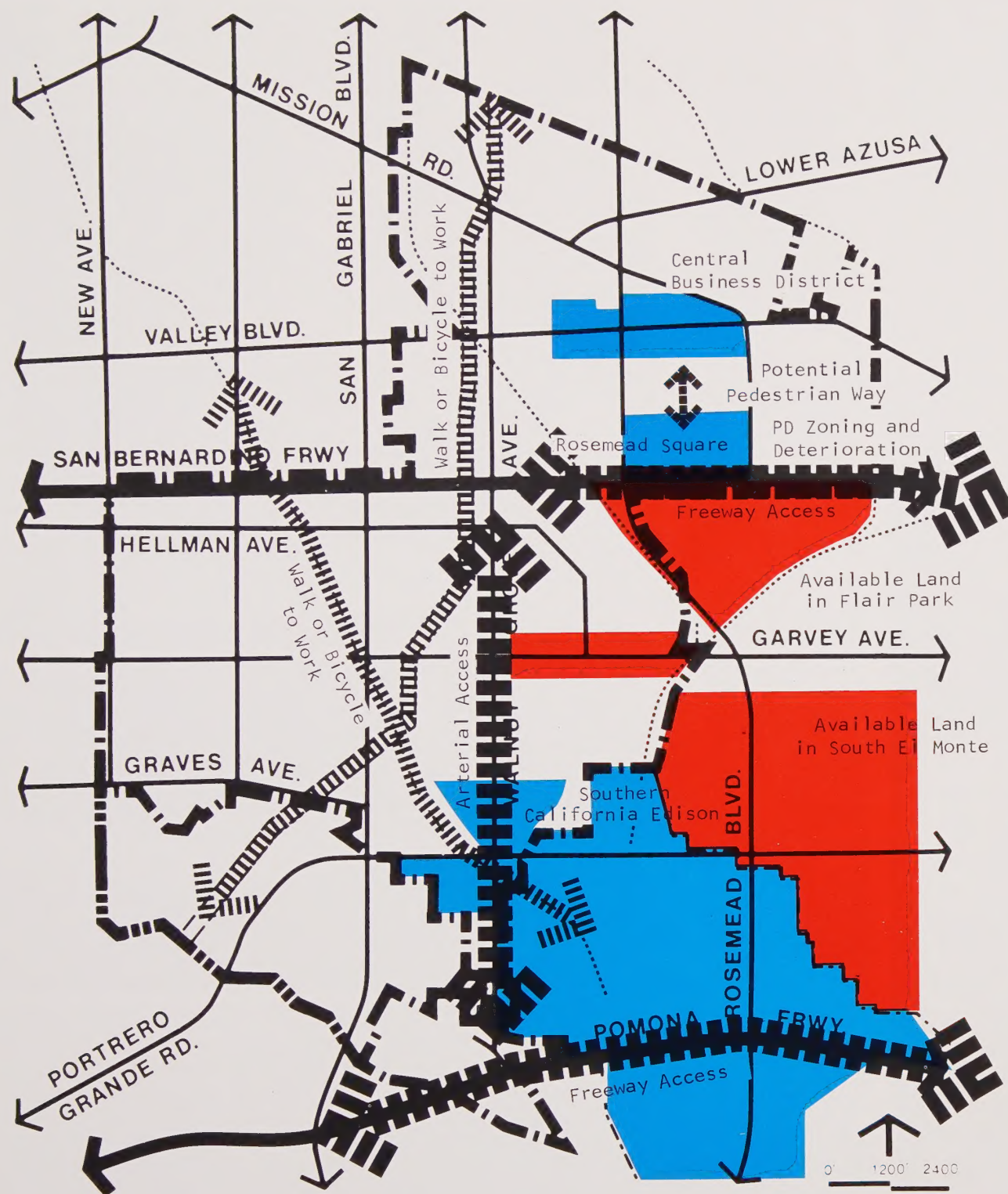


FIGURE 3-1: INDUSTRIAL PROBLEMS AND OPPORTUNITIES

PROBLEMS
OPPORTUNITIES

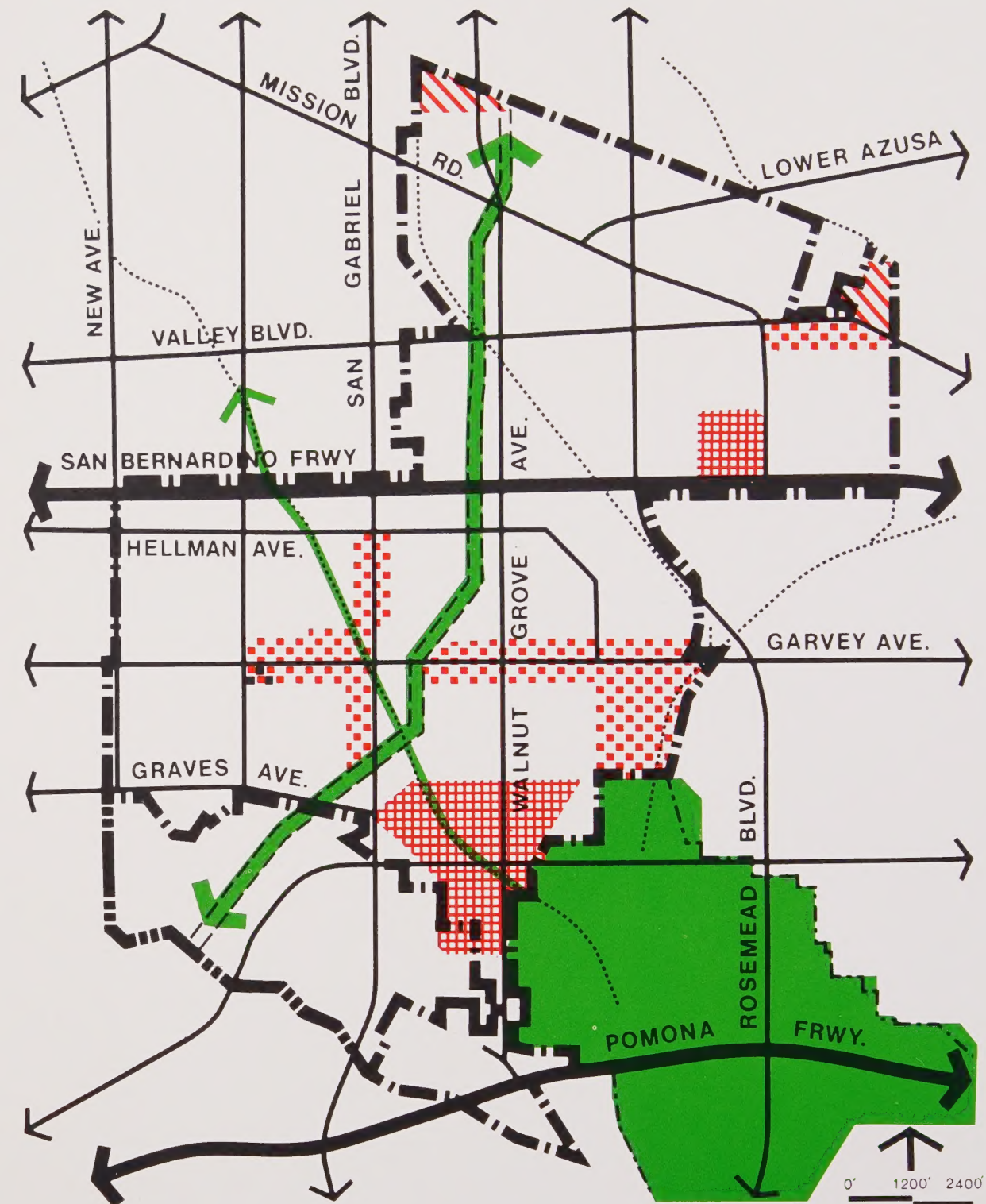


FIGURE 3-2: INDUSTRIAL RECOMMENDATIONS

EXISTING INDUSTRY TO REMAIN
SERVICE INDUSTRIES AND REGIONALLY ORIENTED COMMERCIAL
COMMERCIAL OFFICE PARK AND/OR RESEARCH AND DEVELOPMENT
POTENTIAL PEDESTRIAN AND BICYCLE CIRCULATION



COMMERCE

ELEMENT

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PAGE 4-1

4. COMMERCE

Commercial development is generally a follower rather than a generator of a city or region's economic base. This is due to the commercial sector's dependence on disposable incomes generated by basic industries (see Appendix B). Commercial development plays two vital roles in Rosemead. First, it provides the needed goods and services for day to day living. Second, it provides the sales tax revenue which is a major source of income to finance city services.

PROBLEMS AND OPPORTUNITIES

Problems of commercial development in Rosemead include:

- * Lack of a clearly defined system of regional, community, neighborhood and convenience centers which can be supported by Rosemead's existing and projected population and location in the San Gabriel Valley.
- * Lack of key basic facilities for centers to function as logical entities as described in Appendix C.
- * Lack of parking and shopper amenities in many existing commercial areas.

Opportunities for commercial development include:

- * Opportunity to define boundaries and upgrade strip commercial areas.
- * Opportunity to add needed facilities, parking and shoppers amenities to improve the functioning and environment of the various types of centers.
- * Sound anchors for upgrading commercial development in the Valley-Rosemead Central Business District and Rosemead Square areas.
- * Potential of new community center at Garvey and San Gabriel to anchor upgrading of the area.

DEVELOPMENT OBJECTIVES

Development objectives responding to the above problems and opportunities include:

- * Increasing the City's sales tax revenues by keeping and attracting shoppers.
- * Definition of a clear shopping center system.
- * Addition of facilities, parking and amenities to make centers function properly according to their designated type.

DEVELOPMENT RECOMMENDATIONS

* Expand Rosemead Square regional center with shopping to the west and joint development of shopping with office or research and development or service industries to the east.

* Upgrade the central business district to a complete community center by adding parking, shopper amenities and selected stores.

* Create a community center at Garvey and San Gabriel by adding new facilities, parking and shopper amenities around the nucleus of existing stores.

* Suggest addition of neighborhood center facilities to provide better shopping in the annexation study area.

* Develop design guidelines for convenience centers throughout the City.

IMPLEMENTATION

* Utilize planned developments with general guidelines to define needs for kinds of stores, amount of parking and amount of landscaping.

* Develop urban design plans to illustrate alternative ways of meeting the planned development guidelines through proper provisions for access, parking, building massing and relationships to adjacent uses.

* Utilize redevelopment to assemble suitable parcels if necessary.

* Develop programs to assist the small businessmen requiring technical or financial assistance.

* Develop programs to promote new and minority entrepreneurial development.

* Utilize flexible zoning approach to convenience centers responding to residential changes.

* Consider utilization of the CBD designation as an implementation aid for the proposed Garvey-San Gabriel community center.

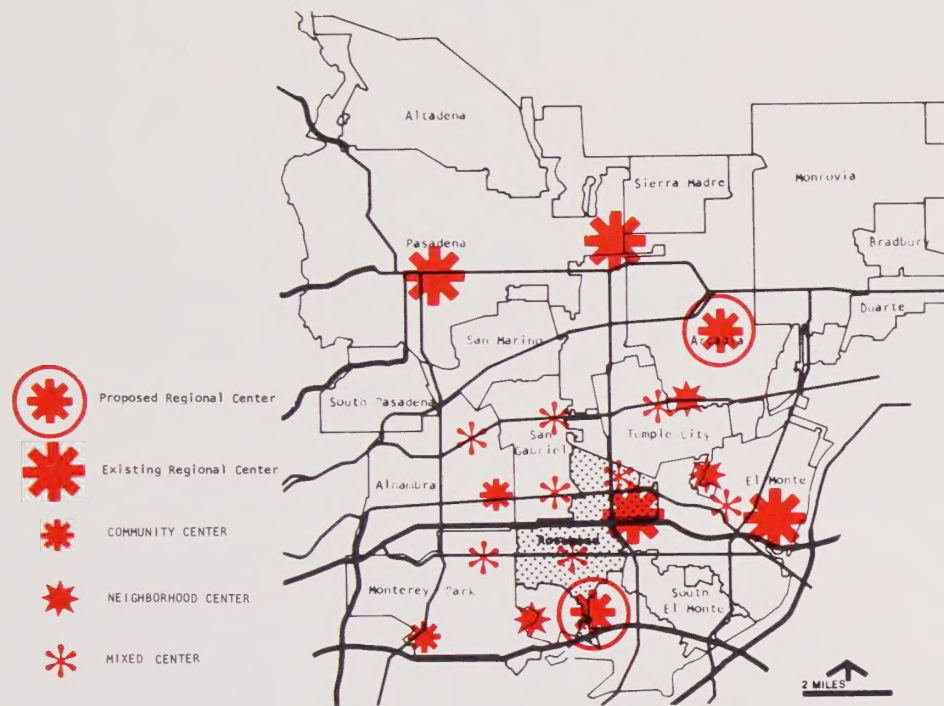


FIGURE 4-1: COMMERCIAL AREAS IN THE ROSEMEAD VICINITY

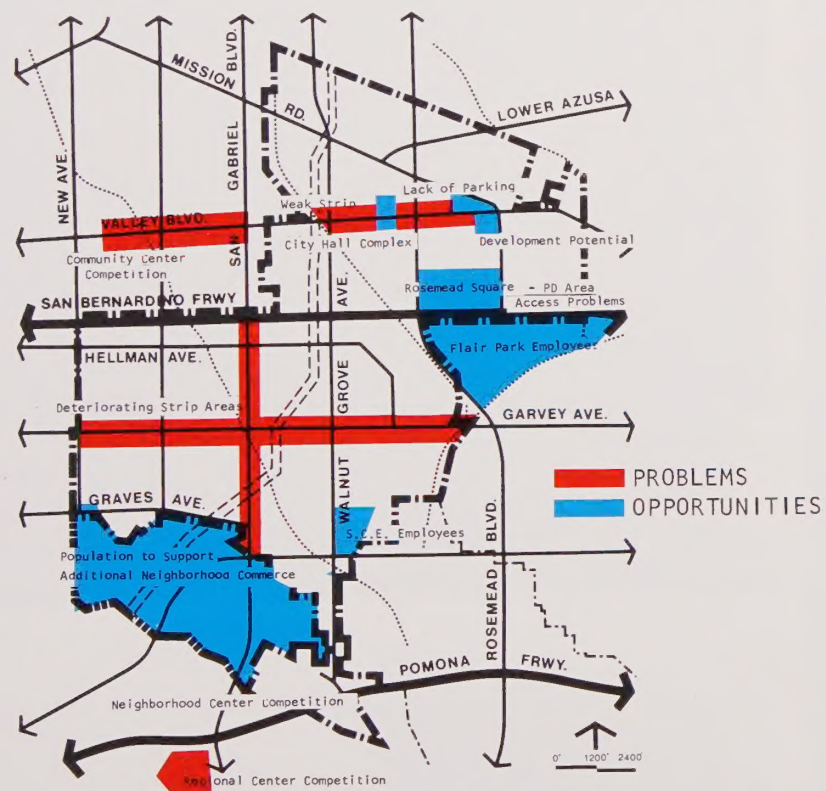


FIGURE 4-2: COMMERCIAL PROBLEMS AND OPPORTUNITIES

FIGURES 4-1, 4-2 COMMERCIAL DEVELOPMENT FACTORS

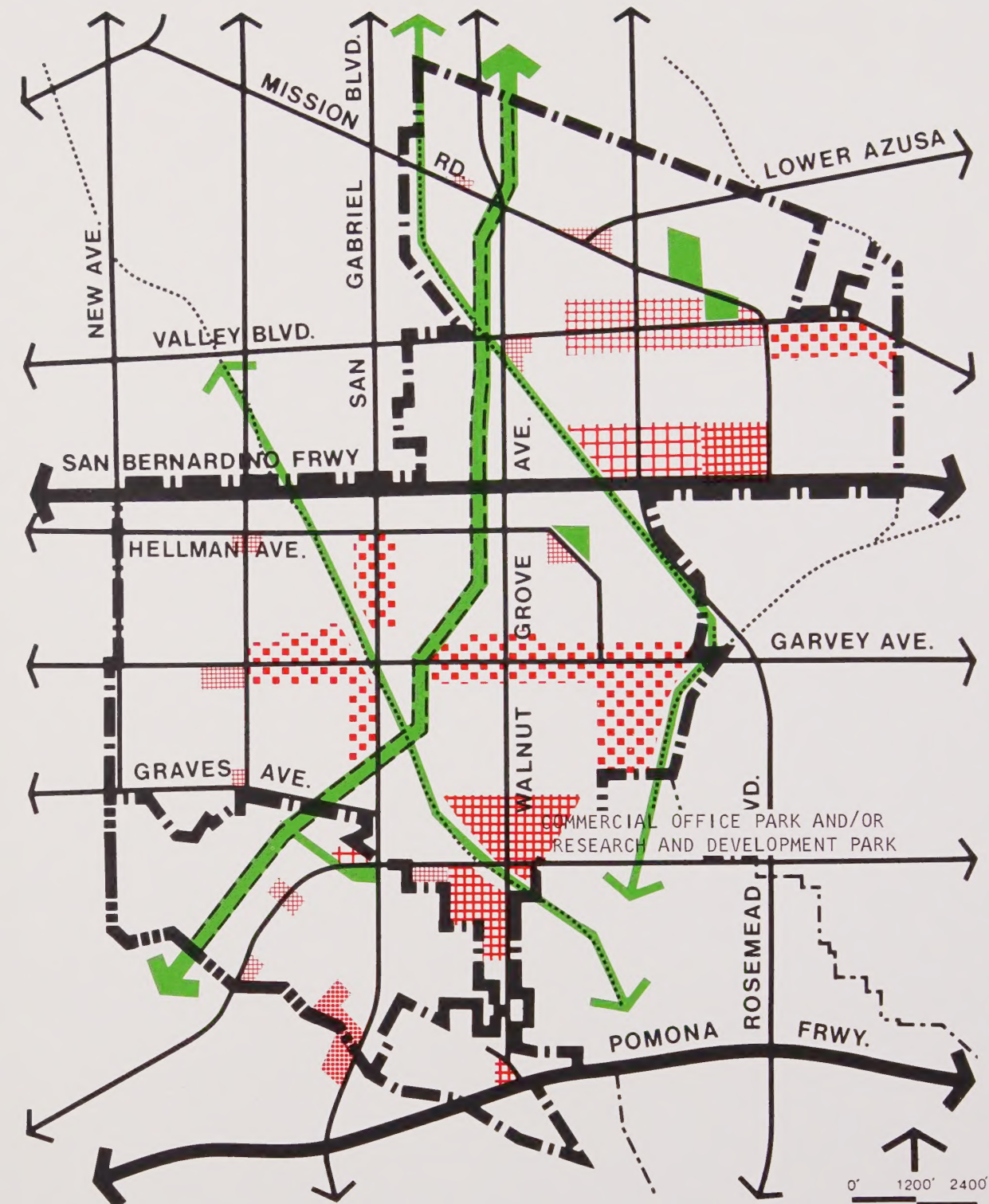


FIGURE 4-3: COMMERCIAL RECOMMENDATIONS

- | | |
|--------------------------|--|
| ++++ REGIONAL CENTER | ++++ COMMERCIAL OFFICE AND REGIONAL RETAIL AND/OR SERVICE INDUSTRIES |
| ++++ COMMUNITY CENTER | ++++ SERVICE INDUSTRIES AND REGIONAL COMMERCIAL |
| ++++ NEIGHBORHOOD CENTER | |
| ++++ CONVENIENCE CENTER | |



HOUSING

ELEMENT

5

PAGE 5-1

5. HOUSING

The demand for housing is based on the present and future size, structure and incomes of the population. It is also affected by the quality of supporting facilities - particularly schools and shopping. Public policies regarding the type, kind and amount of housing are a major means of achieving the population objectives described in Element 2.

PROBLEMS AND OPPORTUNITIES

Problems related to housing include:

- * Uniform age, size, and condition of much of the older housing stock.
- * Crowding, poor access, and lack of open space in "bungalow court" development on deep lots.
- * Lack of guidelines for new development in areas with deep lots.
- * Overcrowding in low-income housing.
- * High vacancy rates in deteriorating areas.

Opportunities for housing include:

- * Large stock of middle-income housing in good condition.
- * Large stock of low and moderate-income housing in relatively good condition.
- * Possibilities for new quality development on large parcels in deep lots.
- * Sufficiently strong housing market to prevent abandonment and encourage private redevelopment of deteriorated individual units in otherwise desirable areas.
- * Provision of housing for existing and projected ages, incomes and family sizes with emphasis on maintaining and increasing upper-income housing, maintaining and increasing low and moderate-income housing, and developing special housing for the elderly.
- * Rehabilitation of older homes.
- * Improvement of open space and access and relief of overcrowding in bungalow courts.
- * Utilization of minimum clearance and relocation in order to preserve communities.
- * Encouragement of new development in large parcels for better land utilization and quality of development.

DEVELOPMENT OBJECTIVES

- * Establish design guidelines for development of deep lots which require better provision of open space and access.

DEVELOPMENT RECOMMENDATIONS

- * Establish design guidelines for apartment development requiring adequate open space within developments.
- * Utilize available state and federal programs to assist private rehabilitation, particularly for homeowners.
- * Maintain existing areas of quality housing through continued provision of a high level of public services including schools, parks, maintenance, public safety, and public utilities.

IMPLEMENTATION

A variety of implementation programs involving grant and loan assistance to individuals, businesses, cities or other public agencies are summarized in the implementation program table, Figure 10-1. The city's use of zoning and building code enforcement can prevent undesirable new development but cannot prevent decline of large older housing areas without concurrent use of such affirmative action programs.

It is projected that about 60 percent of additional population increase from 1970 to 1980 will be housed in renter-occupied units since almost all buildable residential land is now occupied and new residences will primarily involve demolition of single-family units for apartment construction. At 3 persons per dwelling unit, the population estimates for Rosemead's present boundaries imply 1,000 new housing units, 400 single family and 600 multi-family units, by 1980. The median value of housing and rents shown in Figures 5-2 and 5-3 indicate approximately 40-50 percent of the new housing built should be low or moderate income units. Actual housing increases will depend more on city policy than on housing demand projections.

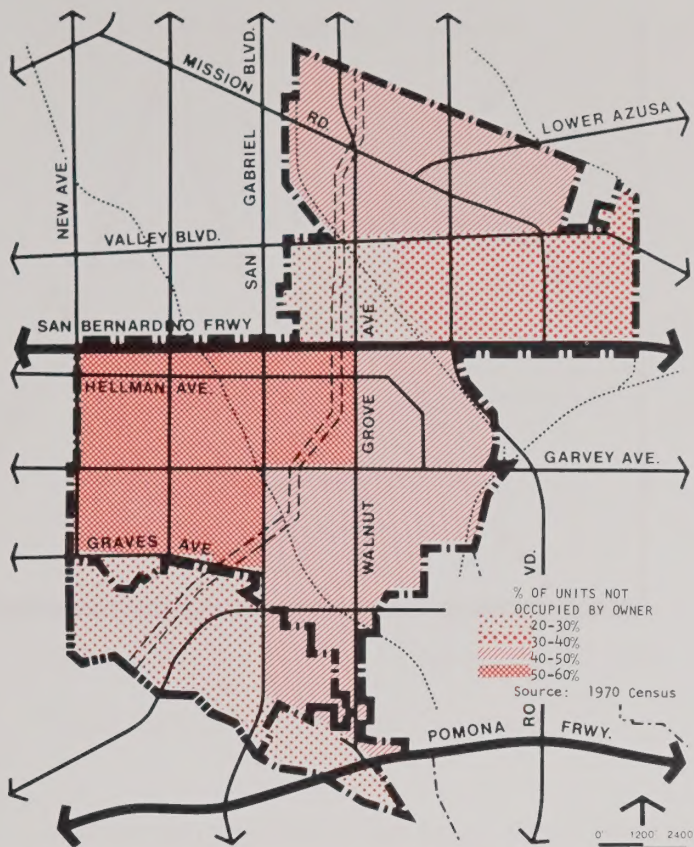


FIGURE 5-1: RENTER OCCUPIED HOUSING

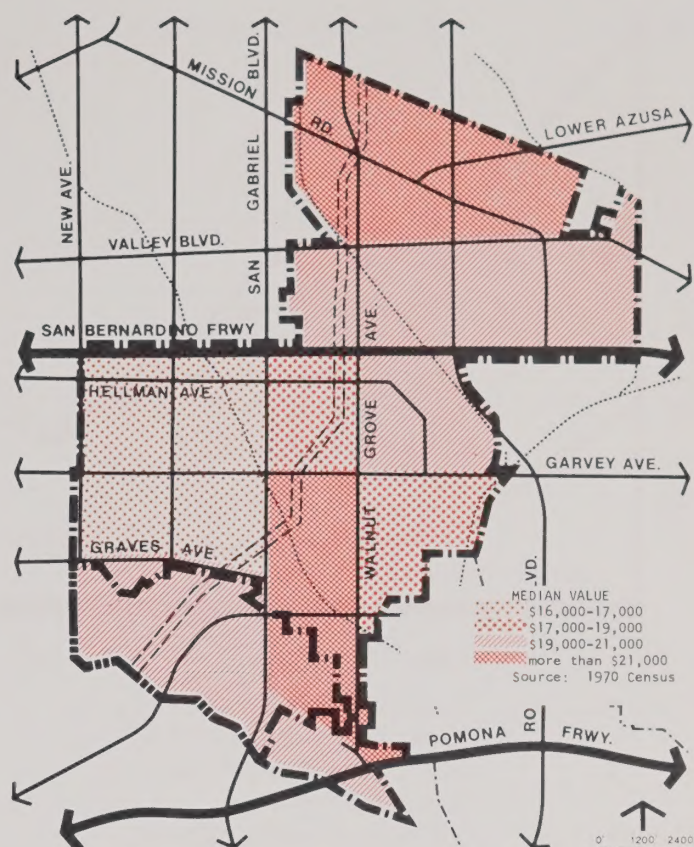


FIGURE 5-2: VALUE OF OWNER OCCUPIED HOUSING

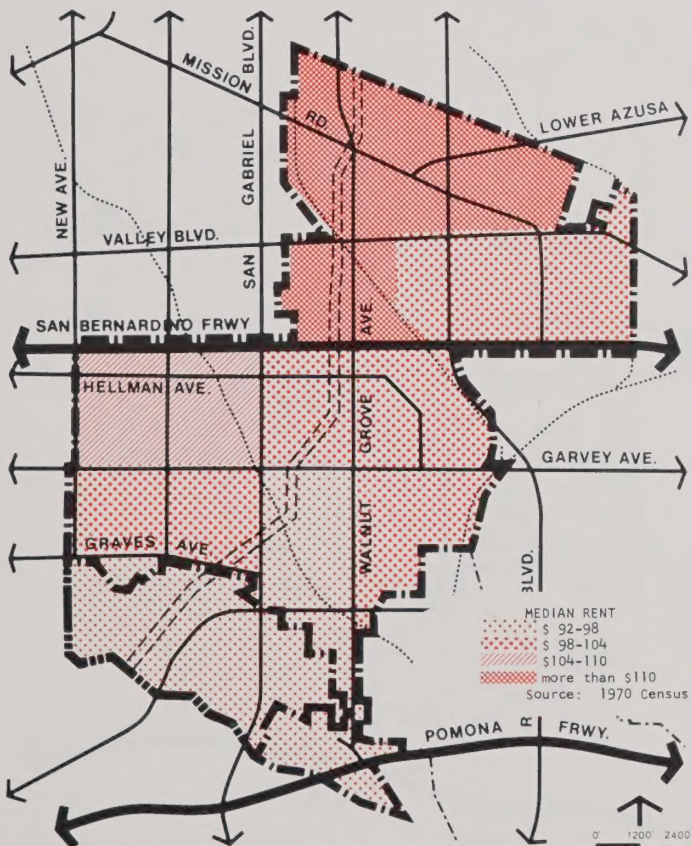


FIGURE 5-3: RENT OF RENTER OCCUPIED UNITS

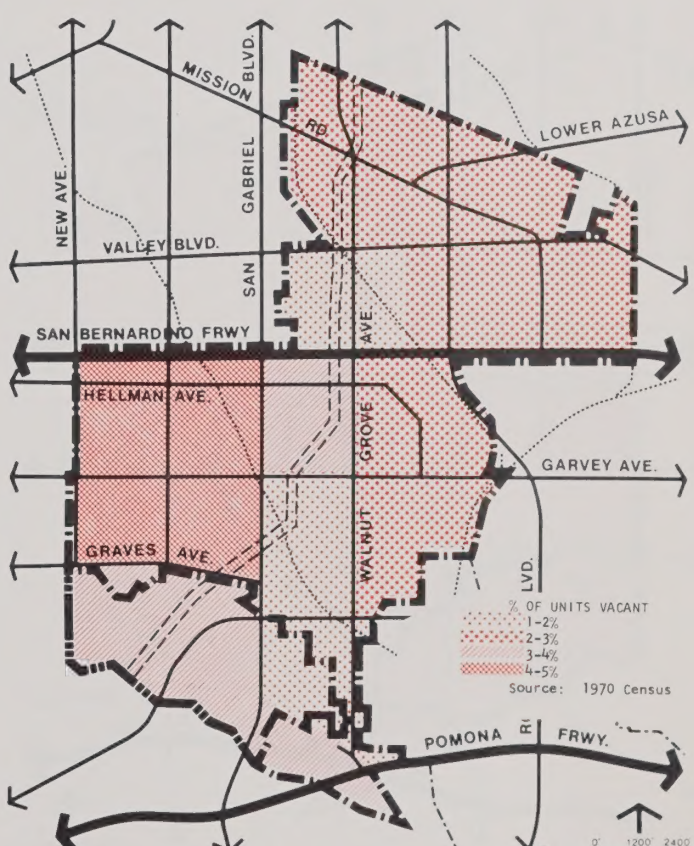
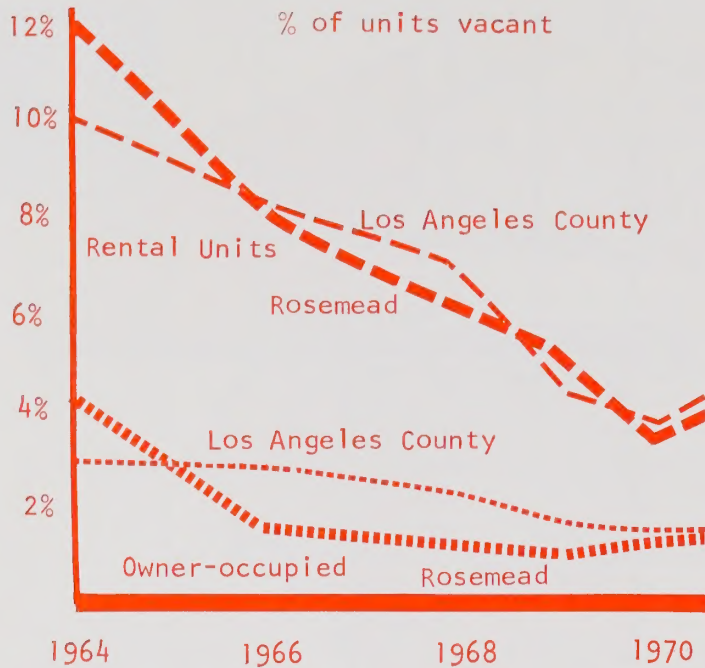


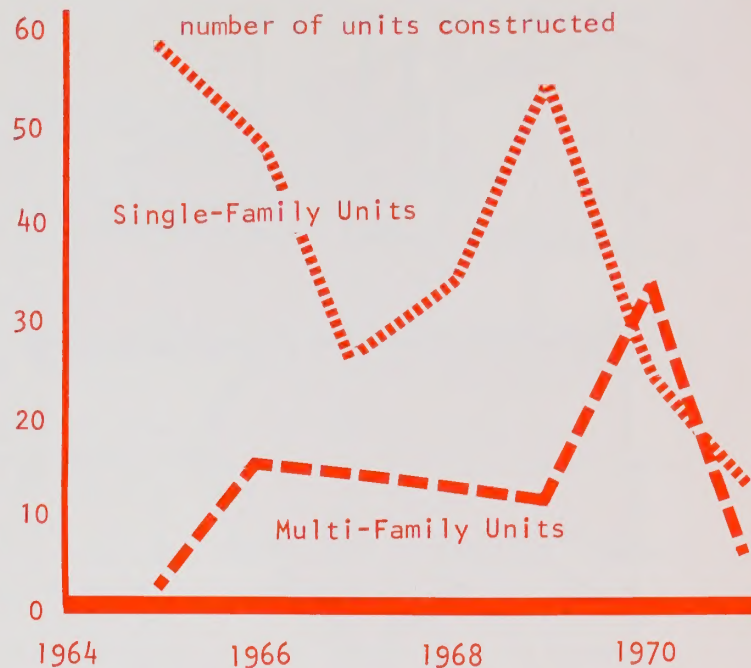
FIGURE 5-4: VACANCY RATES

FIGURES 5-1, 5-2, 5-3, 5-4 HOUSING BACKGROUND DATA



Source: Postal Vacancy Survey, Department of Housing and Urban Development, Los Angeles Area Office

FIGURE 5-5: HOUSING VACANCY TRENDS



Source: Security Pacific Bank

FIGURE 5-6: HOUSING CONSTRUCTION TRENDS

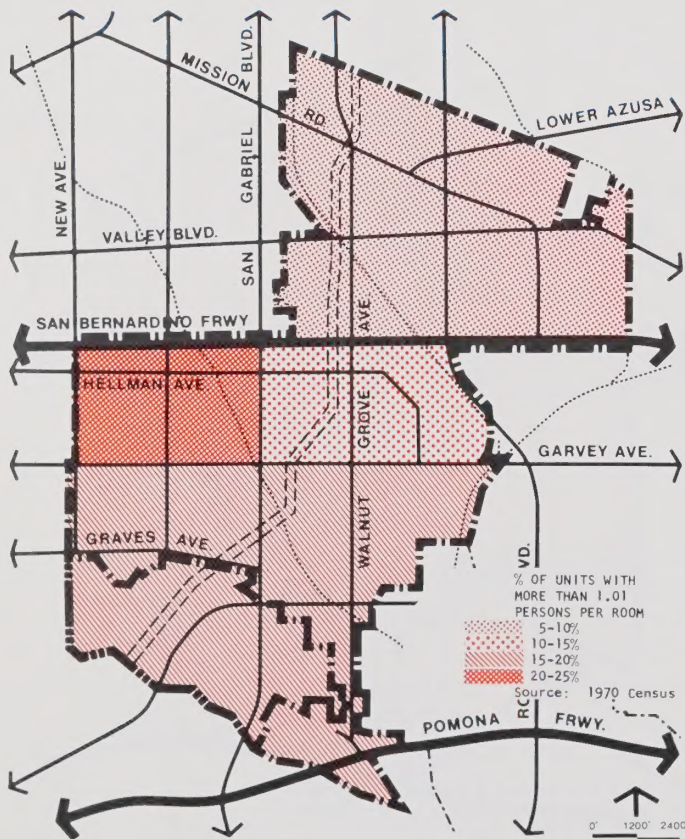


FIGURE 5-7: OVERCROWDED HOUSING

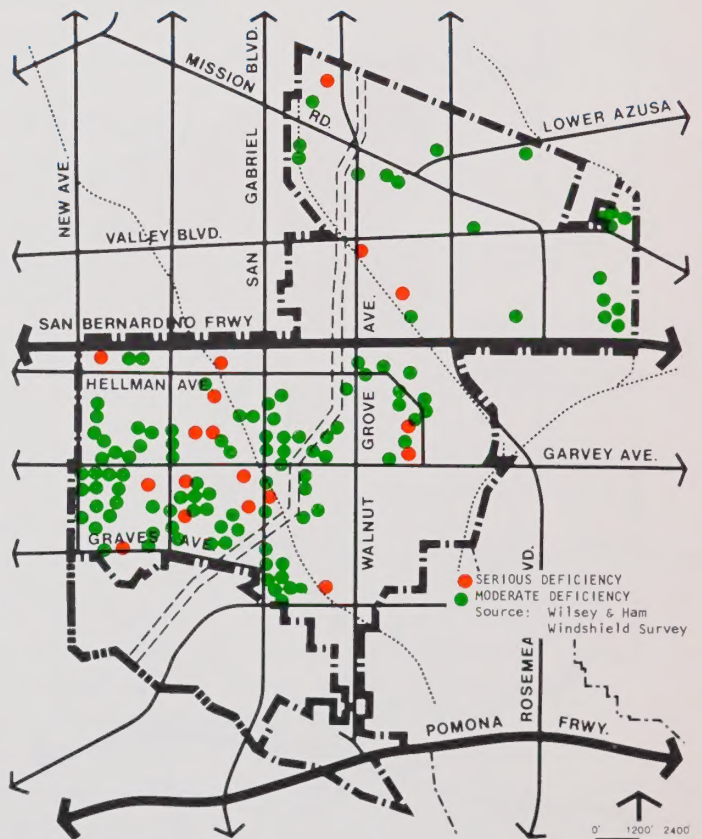


FIGURE 5-8: DISTRIBUTION OF SUBSTANDARD UNITS

FIGURES 5-5, 5-6, 5-7, 5-8 HOUSING BACKGROUND DATA

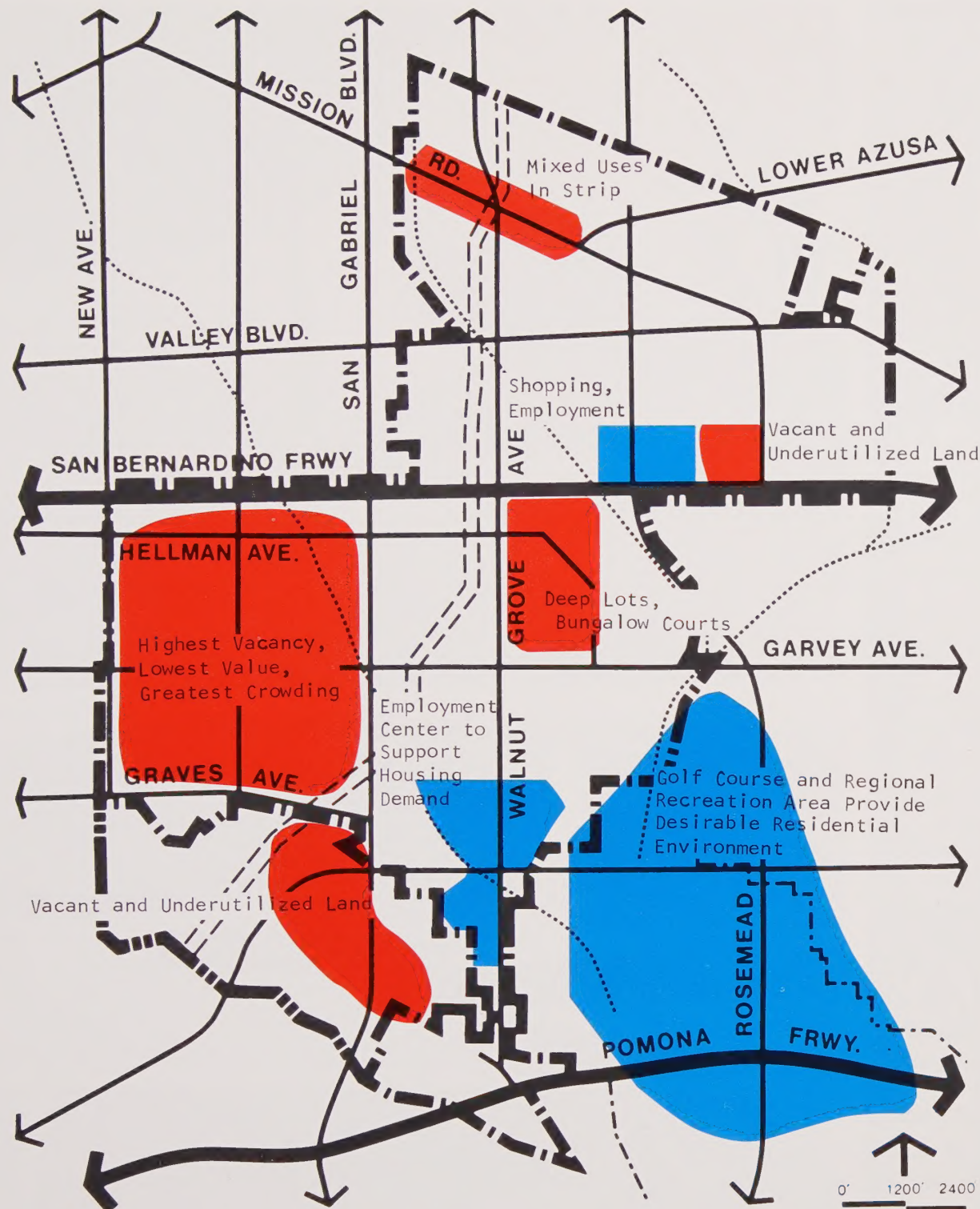


FIGURE 5-9: HOUSING PROBLEMS AND OPPORTUNITIES

■ PROBLEMS
■ OPPORTUNITIES

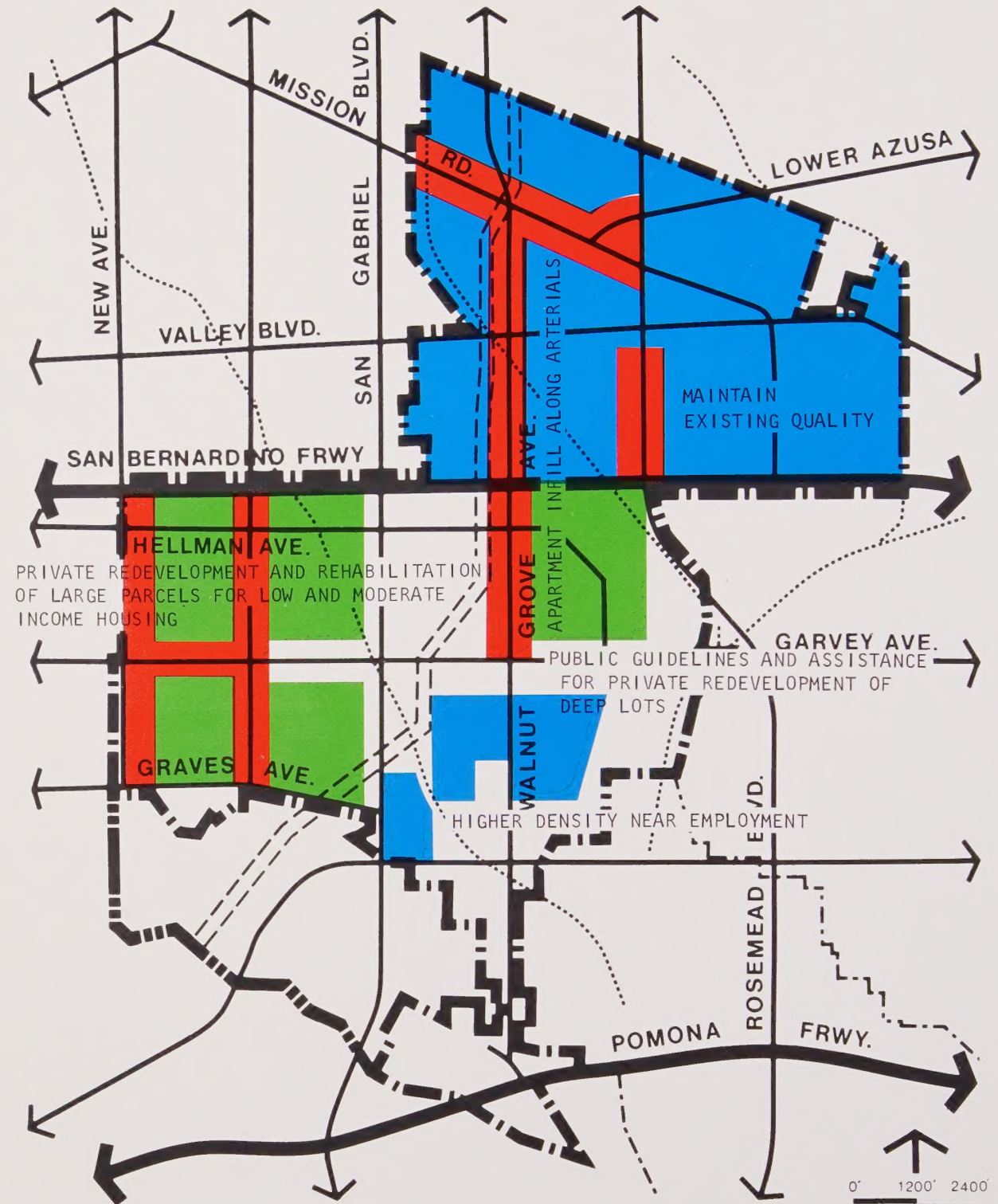
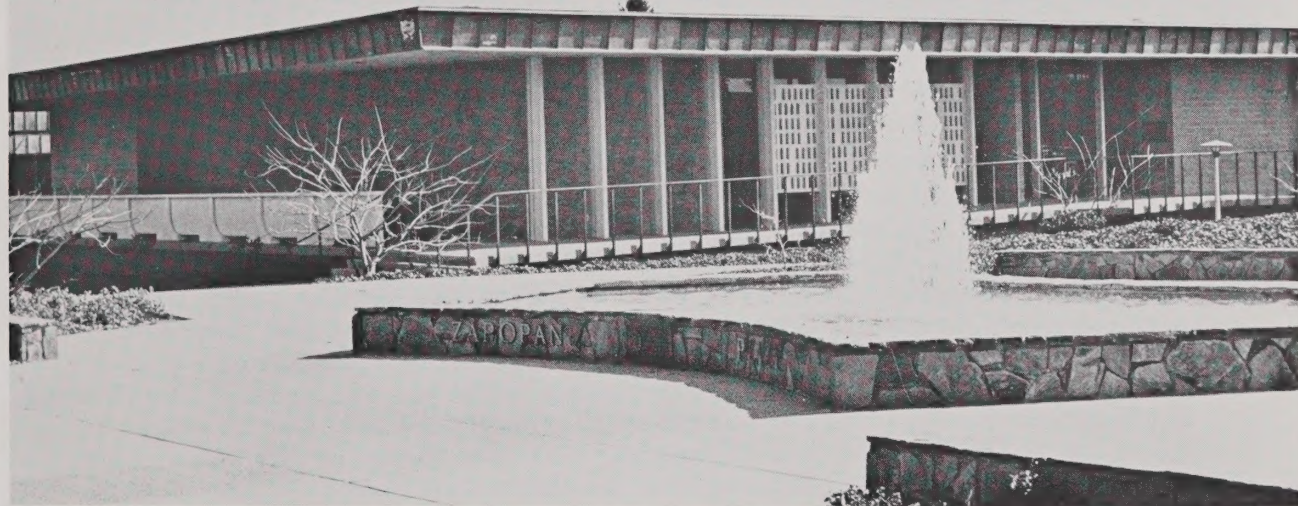


FIGURE 5-10: HOUSING RECOMMENDATIONS



PUBLIC FACILITIES

6. PUBLIC FACILITIES

Provision of public facilities must be based on more than a strict formula related to population or area served. The level of public services as perceived by the community depends on a number of factors including the area of open space available, degree of development of facilities, distribution of facilities in the community, and ability of individuals to travel by whatever means is required to reach the facility. Needs vary greatly depending on the age structure, population density, income level, and availability of outdoor recreation area on individual properties.

PROBLEMS AND
OPPORTUNITIES

Problems of public facilities include:

- * Lack of dispersal of existing public facilities, particularly south of the San Bernardino Freeway.
- * Lack of control by the city over facilities operated by Los Angeles County or other agencies.
- * Special needs of elderly, youth, and low-income populations.
- * Limited types and hours of public health care available at the County Substation.

Opportunities for public facilities development include:

- * Existence of regional park at Whittier Narrows.
- * Existence of open space potential within the Southern California Edison right-of-way.
- * Existence of underutilized schoolyard facilities throughout the city.
- * Existence of flood control channels as potential pedestrian, equestrian and bicycle ways.

DEVELOPMENT
OBJECTIVES

- * Provision of greater dispersal of facilities to increase accessibility and utilization.

- * Continued and strengthened liaison with county, state and other agencies providing public facilities.

- * Development of special programs for the young, elderly and low-income populations.

- * Exploration of the recreation and circulation potentials of the flood control channels and the Southern California Edison right-of-way.

- * Fully explore the development potentials of the underutilized schoolyards, washes and Southern California Edison right-of-way.

- * Develop a third multi-purpose park of approximately 10 acres, including active and passive recreation and picnicking areas, to complement facilities at Garvey and Rosemead parks. It is recommended that this park be located in the area east of Walnut Grove and south of the San Bernardino Freeway. Facilities could be located in the Southern California Edison right-of-way west of Walnut Grove or associated with Willard School if costs at the recommended location are deemed prohibitive.

- * Construct several smaller parks with playground and picnic areas similar to Delta-Mission and Klingerman-Fairway Parks in the area south of the San Bernardino Freeway in the Southern California Edison right-of-way.

- * Establish a long-range program of park development for wide dispersal of neighborhood parks at approximately 1/2-mile intervals throughout the city to provide park services accessible to all population groups without crossing major pedestrian barriers.

- * Develop two medical clinics, through cooperation with the County health department or a private medical group, to provide more complete and accessible general health care.

- * Develop the Marshall and Savannah schoolyards in the short range to serve existing needs for recreation.

- * Develop all schoolyards in the longer range to serve the recreational needs of a growing population.

- * Establish a six-year capital program and annual capital budget establishing projected costs, priorities staging and general location of all proposed public facilities.

- * Coordinate public improvement efforts with groups, such as the Rosemead Rebels, Kiwanis, Rotarians, et al, who are working privately to upgrade community facilities.

DEVELOPMENT
RECOMMENDATIONS

IMPLEMENTATION

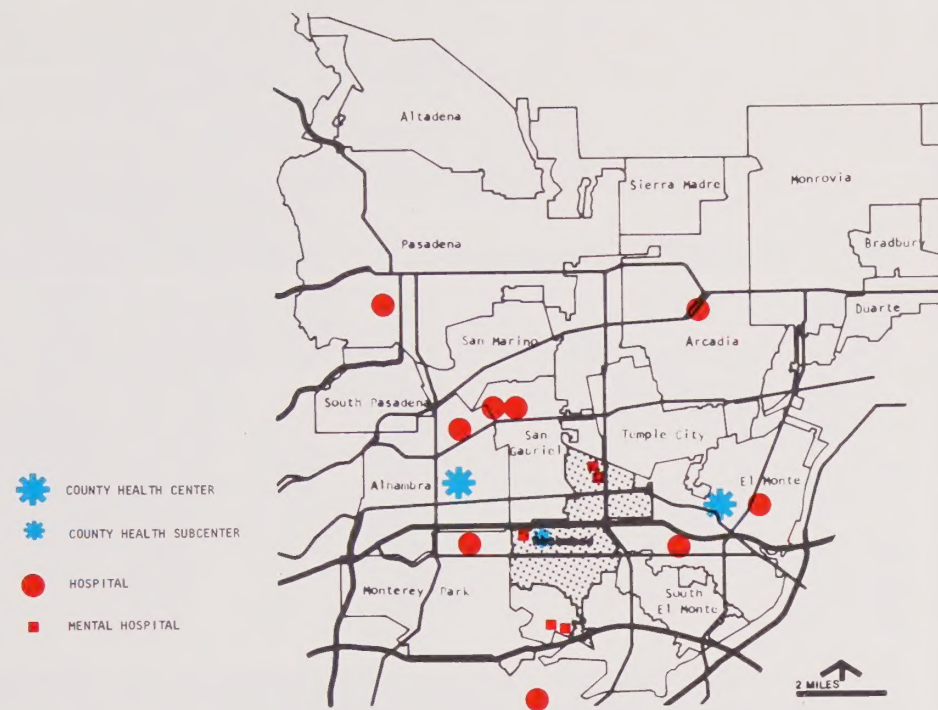


FIGURE 6-1: HEALTH FACILITIES IN THE ROSEMEAD VICINITY

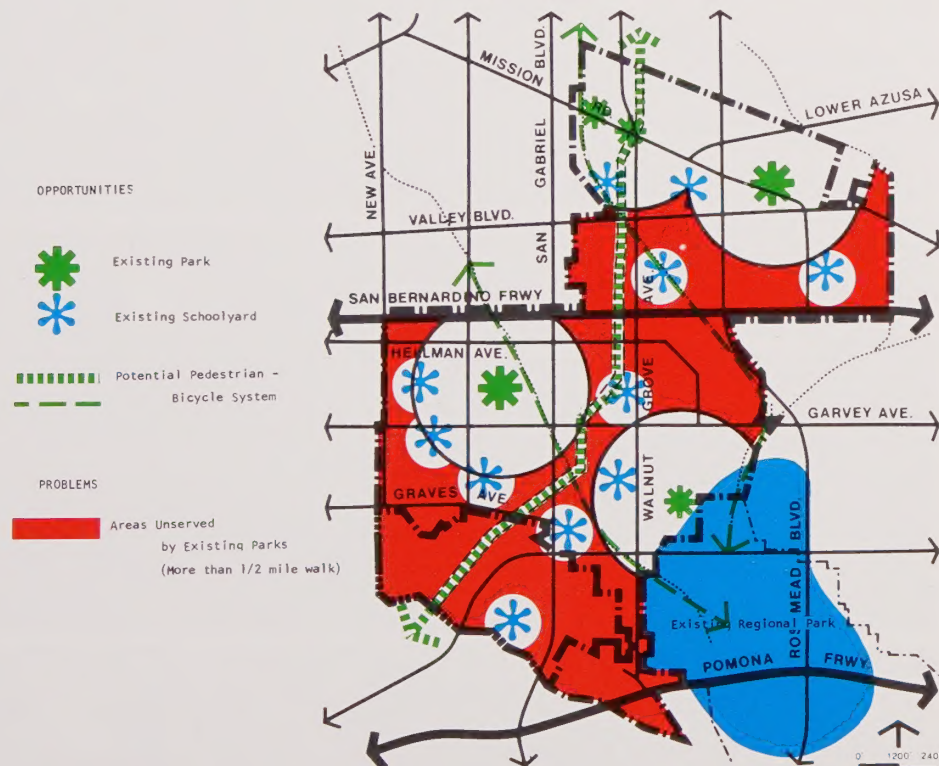


FIGURE 6-2: RECREATION PROBLEMS AND OPPORTUNITIES

FIGURES 6-1, 6-2 PUBLIC FACILITIES DEVELOPMENT FACTORS

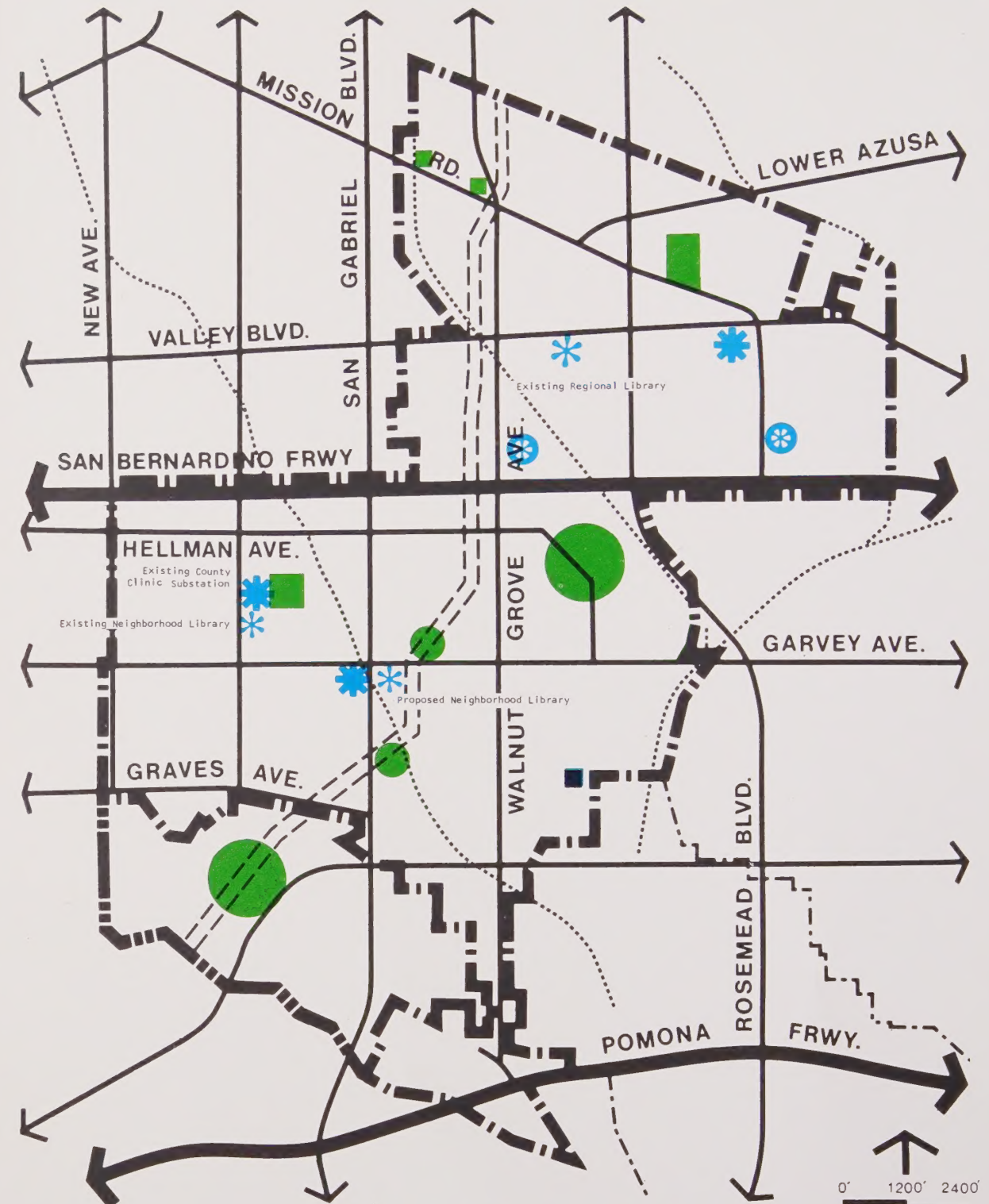


FIGURE 6-3: RECOMMENDED PUBLIC FACILITIES

■ EXISTING MULTI-PURPOSE PARK
■ EXISTING SMALLER PARK

★ PROPOSED MEDICAL CLINIC

● PROPOSED PARK
★ PROPOSED SCHOOLYARD DEVELOPMENT

ELEMENT

6



CIRCULATION

ELEMENT

7

PAGE 7-1

PROBLEMS AND
OPPORTUNITIESDEVELOPMENT
OBJECTIVESDEVELOPMENT
RECOMMENDATIONS

IMPLEMENTATION

7. CIRCULATION

Adequate circulation systems - public, vehicular and pedestrian - are important for the implementation of other plan elements such as commerce and public facilities. Mobility is a major factor affecting the range of employment available to an individual.

Problems relating to the circulation system include:

- * substantial areas more than 1/4 mile from existing bus routes
- * lack of service south of the freeway from busway feeder routes
- * absence of circulation facilities for pedestrians and bicyclists
- * lack of convenient public transportation to local facilities
- * adverse noise and pollution impacts from freeways and highways
- * overloading on portions of the present local street systems under projected 1985 traffic volumes as shown in figure 7-2.

Opportunities relating to the circulation system include:

- * existence of good freeway access for regional mobility to and from Rosemead by auto
- * development of the RTD busway system to provide better rapid public transportation access in the El Monte-Los Angeles corridor
- * potential of a busway parking lot or station for increasing local utilization of the facility and economic stimulus to regional shopping and industrial joint development in the Rosemead Square area
- * potential of the Alhambra and San Gabriel washes and Southern California Edison right-of-ways for pedestrian, equestrian and bicyclists.
- * improvement of accessibility for residents within the City of Rosemead to shopping, employment and public facilities
- * placement of high priority on employment accessibility
- * provision of a balanced system of auto, public and pedestrian and bicycle circulation with greater safety and shorter travel times
- * minimization of the negative impacts of noise and pollution
- * place high priority on more detailed studies for improved regional access to Rosemead Square from the San Bernardino Freeway and Rosemead Boulevard
- * extend bus routes to improve regional service
- * explore mini-bus system for access to local shopping, public facilities, and the potential busway station
- * extend Hellman Avenue to Muscatel and Rosemead Boulevard for better bus service and auto access
- * extend Marshall Street from Rio Hondo to Vane Avenue in conjunction with schoolyard park development to improve local east-west access
- * consider modification of proposed Lower Azusa-Mission intersection to provide better east-west flow and alleviate local congestion
- * develop cul-de-sacs and/or loop streets on local streets at arterial intersections, such as Glendon Way and DeAdalena, to improve arterial flows, safety and development potential
- * relieve projected overloads through signalization, engineering or right-of-way improvements
- * explore full potential of interconnected system of pedestrian ways comprised of flood control channels and the Southern California Edison right-of-way
- * explore construction of a bridge over the Alhambra Wash at Klingerman Street to improve east-west auto and pedestrian circulation
- * establish liaison and negotiation procedures between city officials staff and the Southern California Rapid Transit District, State Division of Highways, County Recreation Department and Southern California Edison Company to develop the above public transportation, street and pedestrian systems recommendations.
- * seek state and federal planning and demonstration project grants for the busway station, mini-bus system and the citywide pedestrian and bicycle system.

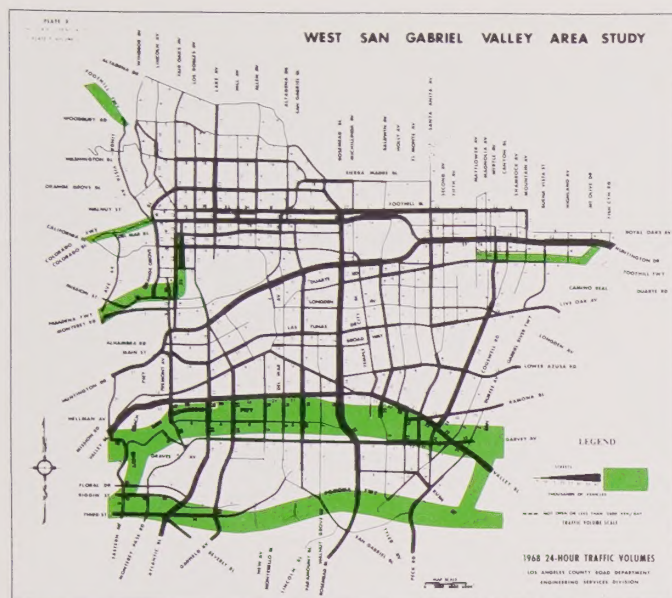


FIGURE 7-1: 1968 TRAFFIC VOLUMES IN THE SAN GABRIEL VALLEY

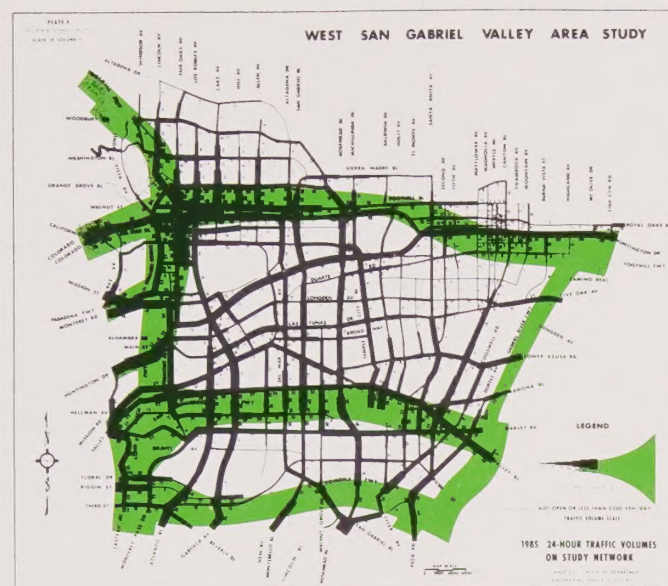


FIGURE 7-2: 1985 TRAFFIC VOLUMES IN THE SAN GABRIEL VALLEY

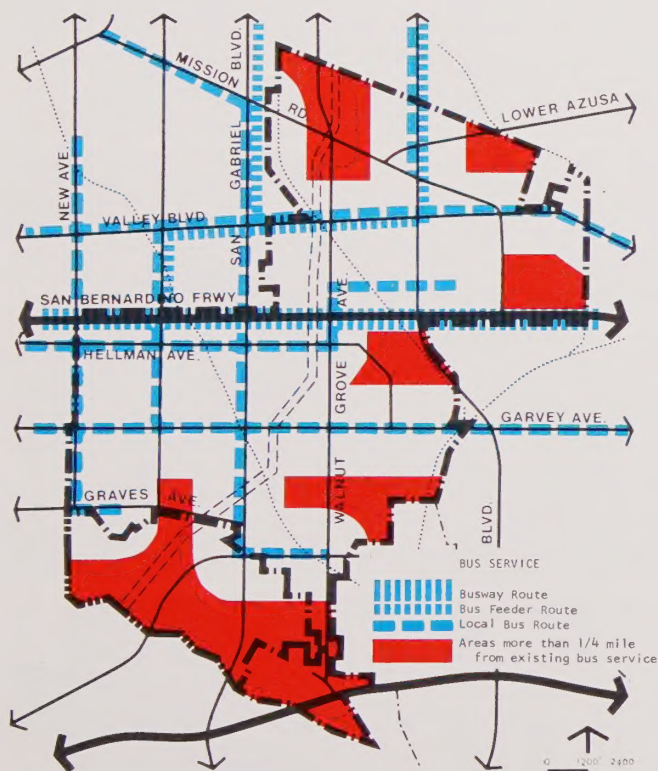


FIGURE 7-3: EXISTING PUBLIC TRANSPORTATION SERVICE

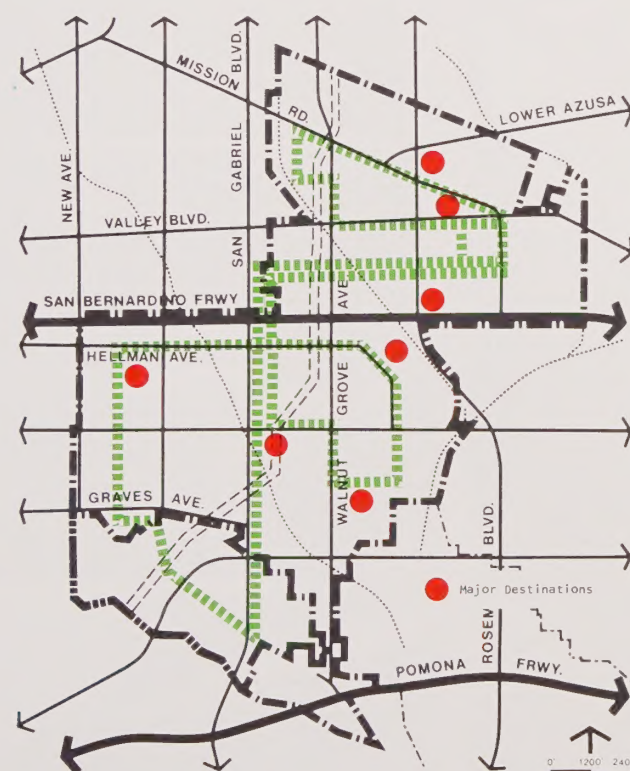


FIGURE 7-4: RECOMMENDED MINI-BUS SYSTEM

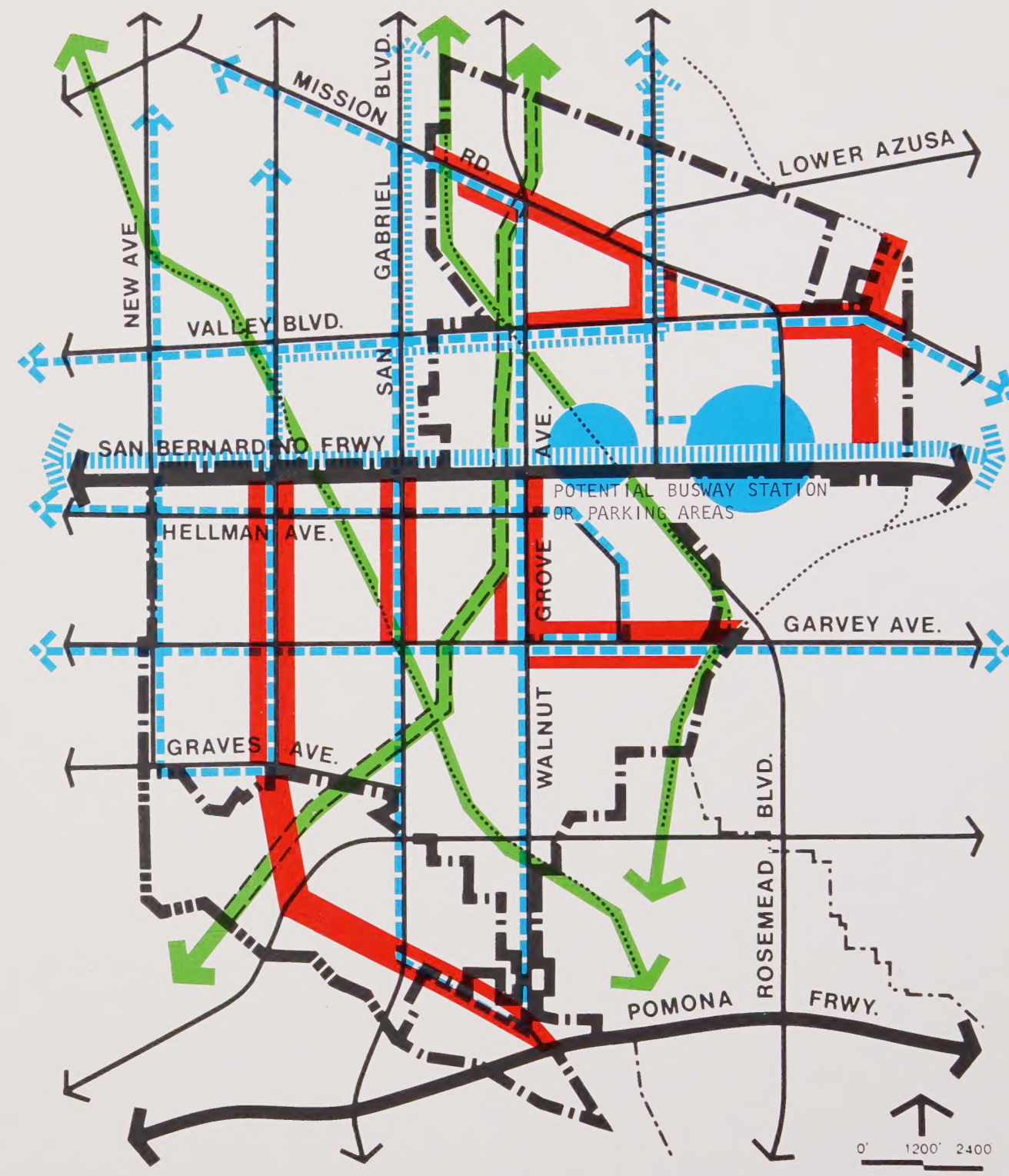
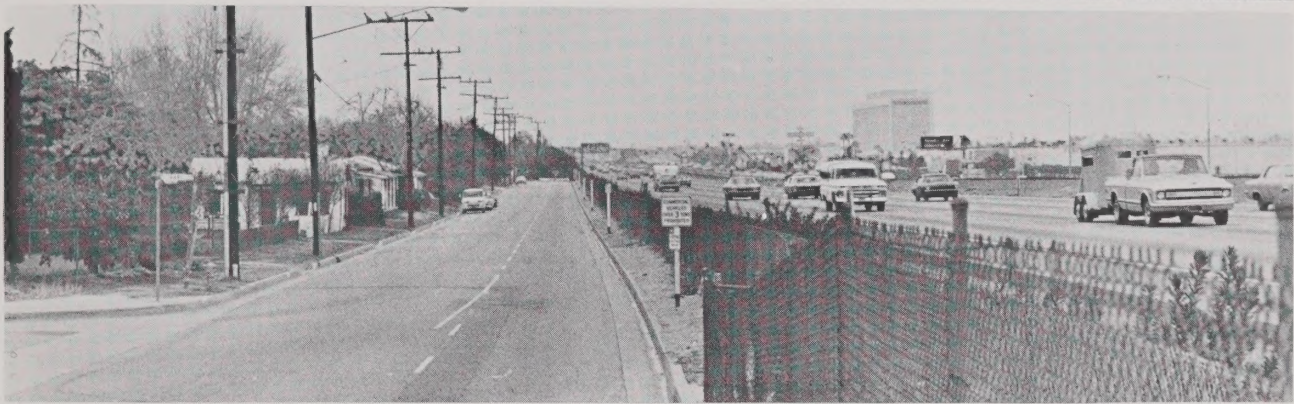


FIGURE 7-5: RECOMMENDED CIRCULATION SYSTEM

- RTD BUSWAY
- RTD BUSWAY FEEDER BUS
- RTD LOCAL BUS ROUTE
- TOPICS IMPROVEMENTS FOR PROJECTED OVERLOADS
- PEDESTRIAN AND BICYCLE WAY
- FREEWAY
- HIGHWAY OR ARTERIAL



ENVIRONMENTAL FACTORS

ELEMENT

8

PAGE 8-1

8. ENVIRONMENTAL FACTORS

8.1 Conservation and Open Space Element

An inventory of natural resources indicates that the City of Rosemead is virtually all developed in urban uses. Some of its waste water is re-claimed in the Whittier Narrows Water Reclamation Plant. Otherwise, the only notable resources to be conserved are the flood control channels and the Southern California Edison right-of-way. The washes in the City and the nearby Whittier Narrows Dam Recreational Area are under the jurisdiction of Los Angeles County.

Since the major natural resources to be conserved are under County jurisdiction the main role of the City is twofold. First, the recommended land use plan designates uses that are compatible with the natural character the washes will possess in certain areas when the County implements its plans for regional hiking and horseback trails as shown in Figure 7-5. Second, the City should actively review, take positions on, and urge implementation of the plans for the Whittier Narrows Dam Recreation Area and the river channel and wash hiking trails. Other aspects of the recommended open space plan are discussed in Element 6 - Public Facilities.

Planning and provision of flood control and drainage system facilities is the joint responsibility of the Los Angeles County Flood Control District and the City of Rosemead. Figure 8-1 indicates the major elements of the regional flood control system. Table 8.1-T1 in the General Plan working papers indicated the nature and status of the local facilities recommended by H. M. Scott in a study prepared for the City of Rosemead in 1970. These facilities will adequately serve existing and projected population. However, impact of major new developments on performance of the system should be evaluated on a project-by-project basis.

8.2 Noise Element

Noise from a variety of sources is an increasing problem in urban areas. The Department of Housing and Urban Development has prepared noise guidelines and standards useful in estimating impact of noise from cars, trucks, trains and aircraft on developed areas. Application of these standards to the City of Rosemead reveals serious problems with freeway noise and some problems near arterials in residential areas as illustrated in Figure 8-2. General strategies for dealing with these noise problems in specific areas are illustrated in Figure 8-5.

Any noise system has three elements: a noise source, a noise path, and a noise receiver. Intervention at any of these three elements can reduce the impact of the noise on the receiver.

Eliminating existing conflicts is more difficult than preventing future ones, since in existing situations some preventive options may not have been considered in original design. The option of placing the San Bernardino Freeway underground may for all practical purposes be considered not to exist, though undergrounding is still an open question with regard to the proposed Route 164 North-South freeway in the Rosemead area.

When a noise conflict exists, the city can take a variety of actions to reduce the conflict, varying in degree of public involvement and approach to the noise conflict.

The city has little power over technological developments in noise abatement. It can reduce noise at the source by enforcing reduced speeds or reducing the amount of traffic through the city. These alternatives have high costs in operation of other urban systems.

The city's most available and usually most economical means of intervention is in the noise path. Construction of barriers is a useful means of reducing noise, but may result in unsightly, monotonous walls. Barriers must be close to either the source or the receiver to be effective. Trees and shrubbery aid little in reducing noise except over long distances, though landscaping may be a useful means of disguising a wall serving as the actual noise barrier.

To reduce conflicts at the receiver end of the noise system the city could assist in insulation of structures, provide relocation assistance to those near the freeway, or redevelop seriously affected properties for more noise-compatible land uses.

Planning for future noise problems allows conflicts to be resolved considering all options. The basic problems are new noise sources (or large increases in noise from existing sources) and new residents in noise impacted areas.

There are three most likely new noise sources in Rosemead in the foreseeable future:

- 1) Possible location of Route 164 freeway through or near Rosemead,
- 2) Location of rail rapid transit in the San Bernardino Freeway corridor,
- 3) Location of heliports in large commercial centers or transportation hubs.

Dealing with freeway impact is discussed in Appendix E.

Rail rapid transit in the San Bernardino Freeway corridor is a possibility but not likely in the near future. Rail transit could considerably increase noise levels in the freeway corridor, particularly when the freeway traffic levels are lowest.

Helicopters are an especially annoying noise source, combining their insistent rotor slap with their ability to disturb the privacy of any area of the city at will. The city can maintain control over helicopters primarily through contractual arrangements or conditional permits when allowing location of heliports in the city. The city can establish helicopter routes and minimum elevations and require heliport operators to refuse service to any aircraft operators violating these rules as a condition of maintaining the heliport.

When new construction is anticipated in noise impact areas, special noise insulating design or site layout may be a condition of issuance of building permits. Impact areas may be zoned and developed for other than residential use. Some cities are considering establishment of noise zones allowing only certain uses without special noise insulation. Such restrictions are within the policy power of local government in encouraging best use of land and preventing premature deterioration of land and improvements and resulting increased public costs.

8.3 Seismic Safety Element

Two inactive fault lines lying under Rosemead were identified by the geological consultant, F. Beach Leighton and Associates, Inc. No earth movement for these fault lines can be predicted without historical evidence.

Guidelines for construction techniques and land use standards related to specific types of earthquake hazards are currently being prepared by Los Angeles County. The City should adopt and enforce the codes based on these new standards as they are made available.

8.4 Safety Element

Safety planning is needed for fire, war and natural disasters. Fire disaster planning and provisions for Rosemead appear adequate. The Temple City Station of the Consolidated Fire Protection District of Los Angeles County has established standards and evaluated the amount of water needed to extinguish fires for different types of land uses. Target areas, requiring 5000 gallons of water per minute, have been designated and it has been determined that the water supply for peak loads is adequate. Planning for war disasters is currently a city and county responsibility. In 1972 the City of Rosemead prepared a detailed war disaster plan of operations to be followed in the event of a nuclear disaster. A similar kind of plan was compiled by the County in 1969. The main impetus for natural disaster planning is from the Department of Housing and Urban Development of the federal government. Before HUD will grant Flood Insurance, Mortgage or Rent Assistance it reviews a city's disaster prevention and land use regulations. This updating of the Rosemead General Plan has considered the adequacy of flood control facilities provided by the County (see Conservation Element), seismic safety (see Seismic Element above) and has recommended policies prohibiting the construction of buildings across known fault lines if they can be precisely identified. For all disaster operations, the State Office of Emergency Service in Sacramento has designated the County Sheriff as the operational director for all types of emergencies. The Sheriff's department is staffed with executives trained to respond quickly at the moment of a disaster with an "on the spot" plan for such items as evacuation routes.

8.5 Waste Disposal

Solid waste disposal has two primary aspects -- pickup and treatment. Garbage is collected by the Modern Service Company and disposed of in a public sanitary landfill site in Monterey Park. The major problem of solid waste disposal is the once-a-week noise and unsightliness of garbage cans, bags and boxes stacked on city sidewalks. A cooperative program with the county and/or the contractor could reduce these problems using specialized equipment and containers, and promoting screened trash storage areas. Treatment or disposal of the garbage is the responsibility of Los Angeles Sanitation District #15. Figure 8-4 shows the regional solid waste disposal facilities with potential of serving Rosemead. It appears that current County planning reflects the anticipation of greater capacities for an increasing population and the need for better pollution control in the treatment of waste. Liquid waste disposal is also the responsibility of District #15. Again, plans appear adequate with new relief lines planned in their five-year improvement program to supplement the trunk sewer system.

Scenic Highways Element

No California scenic highways pass through or are contemplated for the City of Rosemead. If the Route 164 freeway is constructed, the portions of it relating to the Whittier Narrows Recreation Area could perhaps be designated a scenic highway. Special design considerations are given to scenic highways and state funds are now available for special landscaping, bicycling and pedestrian-related improvements.

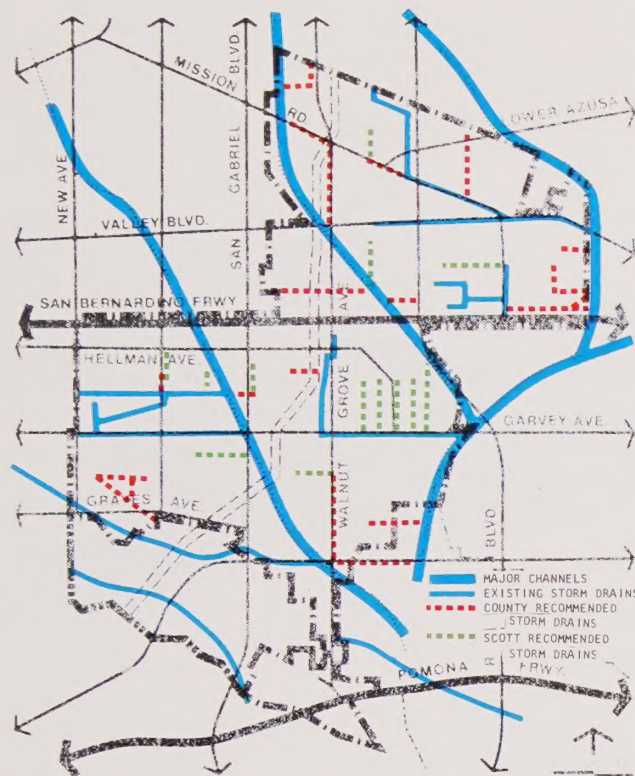


FIGURE 8-1: FLOOD CONTROL FACILITIES

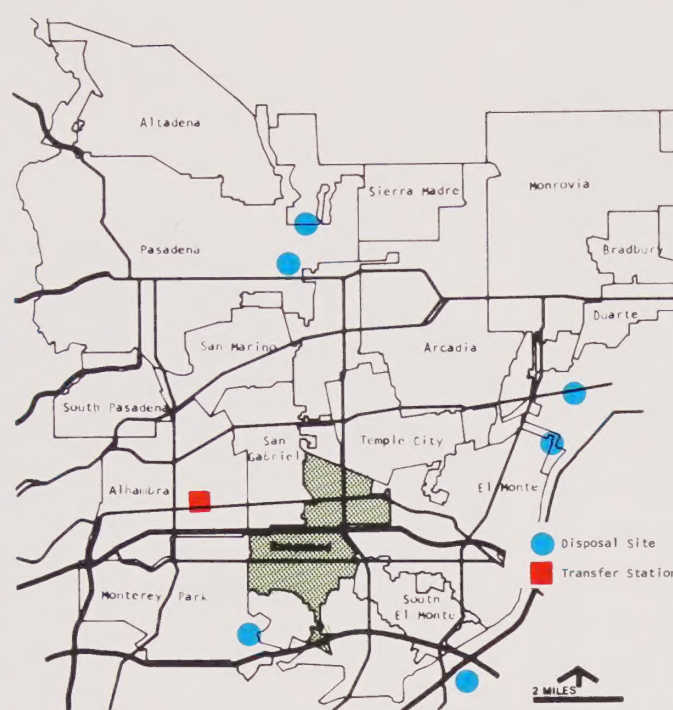


FIGURE 8-2: WASTE DISPOSAL FACILITIES



FIGURE 8-3: SEISMIC HAZARDS

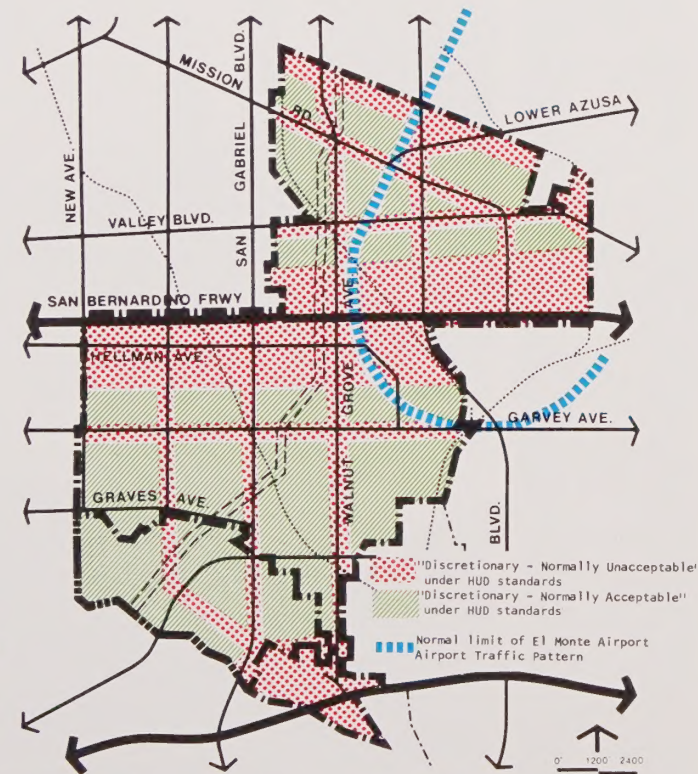


FIGURE 8-4: NOISE IMPACT AREAS

FIGURES 8-1, 8-2, 8-3, 8-4 ENVIRONMENTAL BACKGROUND DATA

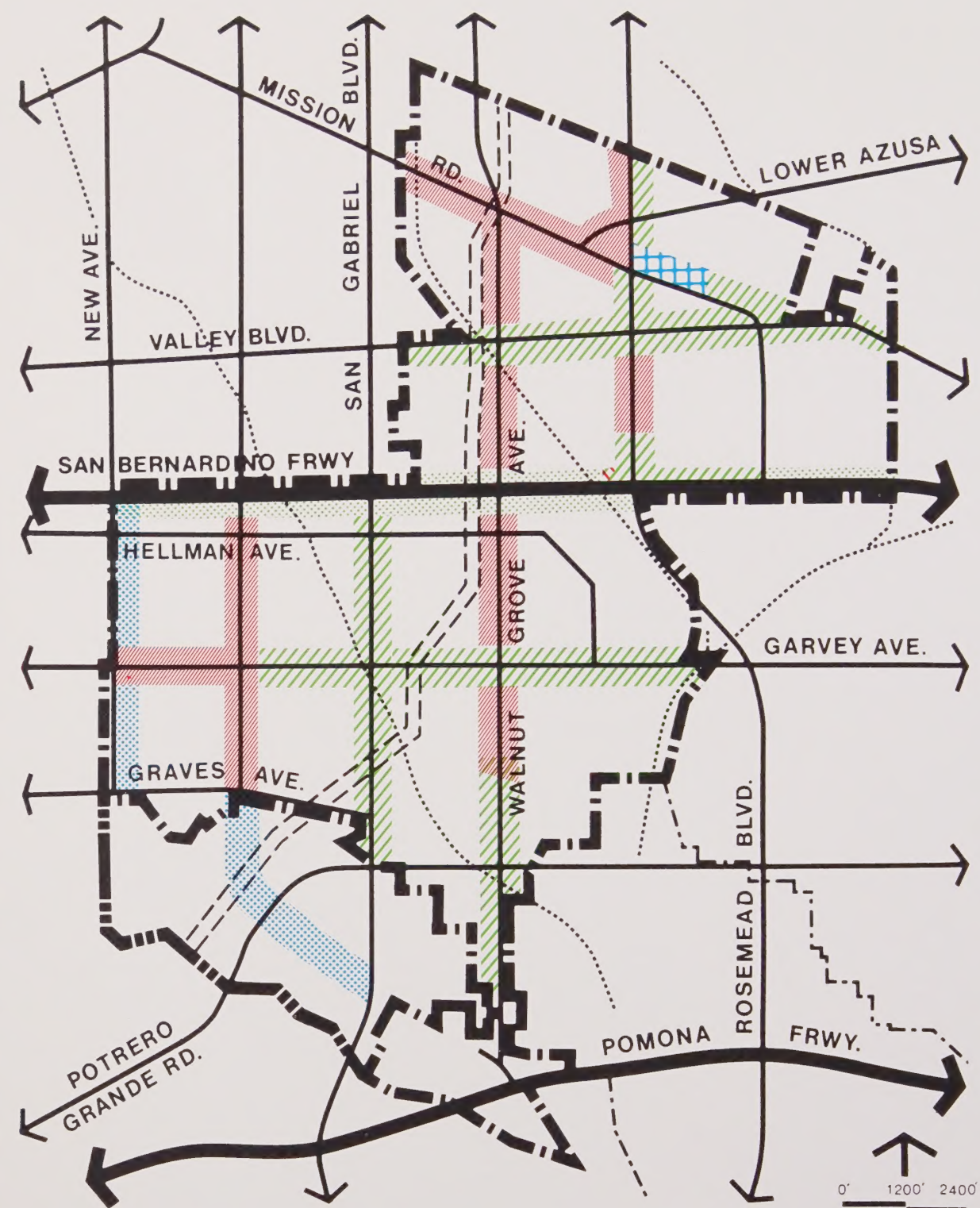
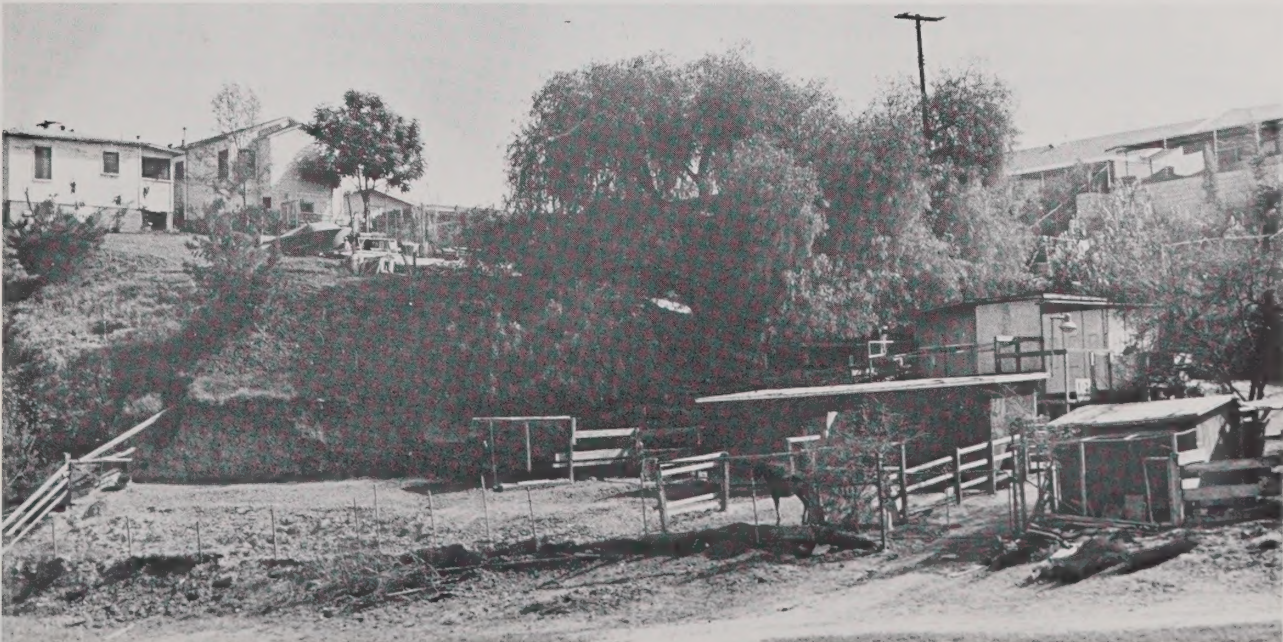


FIGURE 8-5: RECOMMENDED NOISE ABATEMENT POLICIES

BARRIER OR REDESIGN
 COMPATIBLE NON-RESIDENTIAL USE
 SET BACK
 INSULATION OF INCOMPATIBLE USE
 APARTMENT INFILL WITH DESIGN GUIDELINES



ANNEXATION STUDY

ELEMENT

9

PAGE 9-1

9. ANNEXATION STUDY

The process of annexation of unincorporated County areas to various cities throughout California has been occurring at a steady pace for many decades. The Annexation Study has identified costs and benefits to both residents of the Annexation Study area and to the City of Rosemead. Estimated costs and revenues resulting from proposed annexation are summarized in Appendix G.

PROBLEMS AND
OPPORTUNITIES

Problems related to Annexation include:

- * Some of the residents of the area do not now wish to be incorporated.
- * Tax revenue added would be marginal and not likely to offset the additional costs of services because of the limited existing commercial and future demand for commercial uses in the area.
- * Lack of street, flood control and adequate recreation facilities in many areas which would require considerable expenditures to bring the area up to standards of the rest of the City.

Opportunities related to Annexation include:

- * More economical provision of some city services with a less irregular city boundary.
- * More control over the kind and quality of the inevitable development the Annexation Study area will experience and which will affect both residents and the City of Rosemead.
- * Presence of the hills as natural southern boundaries.

DEVELOPMENT
OBJECTIVES

- * Develop city boundaries designed to give both the most economical provision of city services, and the level and types of services desired by the area residents.

DEVELOPMENT
RECOMMENDATIONS

- * Undertake annexation only if the city is ready and willing to expand its services to the annexed area.
- * Develop a program of public information and discussion with the residents of the area to discuss the advantages and disadvantages of Annexation.
- * Annex all or parts of the South San Gabriel area as residents request annexation in order to develop more unified city boundaries to provide better services and to better guide land development.

IMPLEMENTATION

- * Procedures for annexation are established in State law. On petition of property owners in proposed annexation areas, annexation procedures should be initiated regardless of whether expected revenues from the particular area will meet expenditures for public services. Appendix G gives projected costs and revenues to the City of Rosemead if the entire study area were annexed at one time.

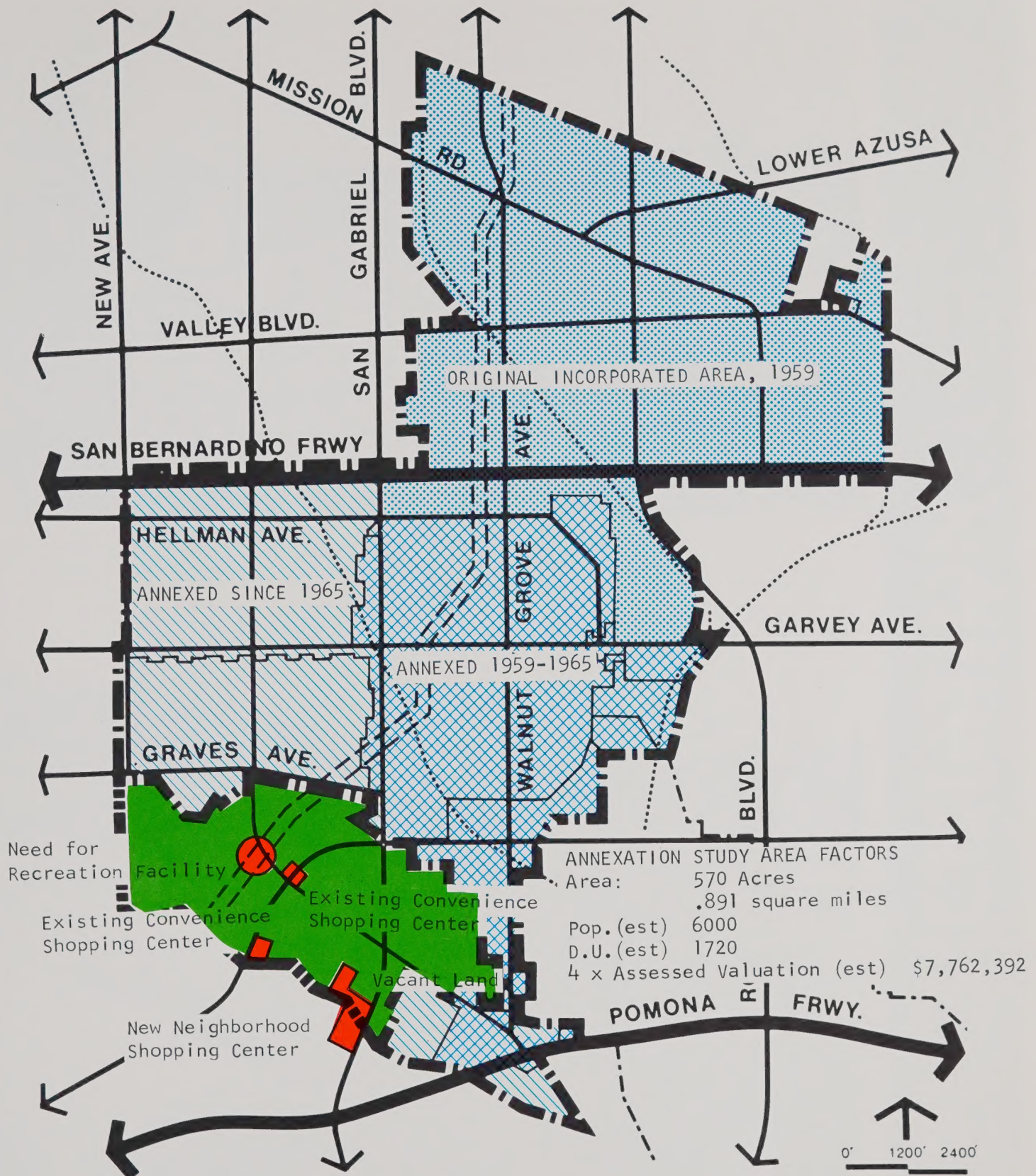


FIGURE 9-1: ANNEXATION STUDY FACTORS

- ANNEXATION STUDY AREA
- DEVELOPMENT FACTORS
- BOUNDARIES OF INDIVIDUAL ANNEXATION AREAS



IMPLEMENTATION

ELEMENT

10

PAGE 10-1

10. IMPLEMENTATION LOCAL TECHNIQUES

In order to realize the Development Objectives and Development Recommendations an implementation process as vigorous and broad based as the General Planning effort must be started. The key elements of this implementation process should be:

1. continuing broad scale citizen participation through citizen task forces related to each General Plan element such as housing, commercial, public facilities, etc. This will insure continuing response to people's needs and aspirations, more understanding of plans and more support for elected officials in their necessary discussions and negotiations with other governmental entities.
2. continuing refinement of the city's budgeting system to spell out clear budgets and priorities for implementation of the General Plan elements through a six-year Capital Program.
3. continuing refinement of the city's budgeting system through an annual State of the City Report which summarizes the relationships between the operating budget and capital budget and measures progress toward goals by program categories such as public safety, health, economic development, etc.
4. amplification of the zoning ordinance to spell out development guidelines for various types of Planned Developments and Design Overlay Zones.
5. development of detailed feasibility studies for important projects such as the:
 - a. mini-bus system
 - b. bus-way parking or station facility
 - c. Southern California Edison linear pedestrian and bicycle system

Some of these studies can be funded through state or federal planning or demonstration programs.

6. development of detailed urban design plans for major areas of the city such as:
 - a. the Central Business District
 - b. the Rosemead Square area
 - c. the Southern California Edison Area
 - d. the Garvey-San Gabriel Commercial Area
 - e. the Garvey-San Bernardino residential areas
7. development of funding proposals for the implementation recommendations contained throughout this General Plan. Some funds, for programs such as park development, can be sought based on the level of data and recommendations contained in this report. Other funding proposals will require more detailed feasibility studies.

City staff, already taxed by day-to-day operations will not be able to do much of the technical and organizational work required above. Planning assistance should be sought from the free technical assistance offered by some state and federal agencies and through private consultants paid from the city budget or through state or federal planning or demonstration project grants.

STATE AND FEDERAL ASSISTANCE PROGRAMS

The chart on the opposite page lists the development recommendations contained in the General Plan elements and potential State and Federal Assistance Programs as well as various local implementation techniques. Since literally thousands of Federal programs exist, this list is by no means all inclusive. An effort has been made to include at least a representative number of the major programs that can assist in the General Plan implementation.

FIGURE 10-1. POTENTIAL IMPLEMENTATION TECHNIQUES AND PROGRAMS

Numbers for federal programs refer to 1972 Catalog of Federal Domestic Assistance. Only a representative sample of federal programs is included.

-1. POTENTIAL IMPLEMENTATION TECHNIQUES AND PROGRAMS		IMPLEMENTATION STRATEGIES, AGENCIES AND ASSISTANCE PROGRAMS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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In general, the implementation of the land use recommendations can be accomplished through currently available local zoning aids with special emphasis on the sections described on the next page. Development of specific land use categories such as housing, commercial or industry, can benefit from utilization of the programs discussed below.

Implementation of the population recommendations is related primarily to development of the recommended employment, commercial, housing and community facilities.

Implementation of the industry recommendations may be assisted through the U. S. Department of Labor manpower programs, U. S. Department of Commerce Small Business Administration and U. S. Economic Development Administration programs and the Office of Economic Opportunity programs. If Rosemead desired, it might consider a request for participation in the existing Los Angeles County Model Cities program or participation as a new model city should the Federal government consider expansion of the program to other cities.

Implementation of the commerce recommendations may be assisted through the programs of the same agencies that can assist industrial development.

Implementation of the housing recommendations may be assisted through numerous U. S. Department of Housing and Urban Development programs including the FHA programs which are now administered by HUD. Key programs include the Federal loans and grants for homeowners, and the 235 and 236 low and moderate income housing programs.

Implementation of the public facilities recommendations will require liaison with county health planning efforts which could lead to utilization of other funds such as the U. S. Department of Health, Education and Welfare health facilities loans and grants. Open space acquisition and development funds are available from the U. S. Department of Housing and Urban Development.

Implementation of the circulation recommendations may be assisted by various U. S. Department of Transportation programs. TOPICS could help alleviate projected overloads on local streets. The mini-bus system could be considered for special planning and demonstration grants within DOT's Office of Environmental Systems or Urban Mass Transportation Authority. Recent State of California legislation should be explored regarding development of the pedestrian and bicycle systems as well as HUD's open space programs. Liaison with the Southern California Rapid Transit District is needed for improving bus service.

Implementation of the various environmental factors recommendations involves primarily liaison with the various County service districts.

Implementation of the Annexation Study Area recommendations requires, first, an information program to point out benefits of annexation to residents. Second, utilization of the zoning, commercial and public facilities programs described above would be necessary if residents petitioned for annexation.

PLANNED DEVELOPMENT DISTRICTS AND DESIGN OVERLAY ZONES

The City's existing zoning code contains two especially useful tools for implementing the General Plan recommendations -- Planned Development Districts and Design Overlay Zones.

Planned Development Districts provide the City with the opportunity to guide uses, setbacks, building heights, access, parking and open space development. Particular attention to recommending uses is definitely needed in the Central Business District, Rosemead Square, Garvey-San Gabriel Community Shopping Center and Southern California Edison areas and north Walnut Grove residential area.

Design overlay zones, combined with C-3 zoning, are recommended for the areas suggested as joint development of service industries with regionally-oriented commercial as well as key R-3 higher density residential areas. Design overlay zones allow greater flexibility of uses while offering guidelines for setbacks, building heights, access, parking and open space development. Should C-3 zoning prove inadequate to encompass the full range of desired service industries, selected areas now shown as design overlay zones should be converted to Planned Development Districts.



10.2. REDEVELOPMENT ELEMENT

PURPOSE OF REDEVELOPMENT

The major purpose of redevelopment is to improve the potential quality of life by providing better housing, commercial, employment and public facilities. Redevelopment may involve rehabilitation and addition of facilities and - in seriously deteriorated situations - the replacement of a facility.

REDEVELOPMENT OPTIONS

There are several ways that redevelopment can be implemented. These include private, public and combined private-public actions. While private redevelopment will continue to play the major role in most cities, including Rosemead, public redevelopment assistance is necessary in several instances. In some cases the costs of undertaking programs, such as rehabilitation of older homes, is simply too great for the private market to bear, and an individual owner gets little gain from improving one property in a generally declining neighborhood. In other cases public assistance may be necessary to help assemble reasonable development parcels.

Federal redevelopment programs are of two major types. The first major type is the Neighborhood Development Program which assists in assembling land, and making site improvements on the assembled land and in adjacent areas. Federal funding covers two-thirds of the net project costs. The city's one-third contribution can often be made by "cash in kind" contributions consisting of public facilities that would be needed regardless of redevelopment.

The second major type of federal program is the broad range of programs designed to help the home owner or renter improve his living conditions. These programs, commonly referred to by their section number in the Federal Housing Act, include Sections 235 for housing to be sold, 236 for rental housing, 231 for elderly housing, and others for grants and low-interest loans for owner rehabilitation.

The major state redevelopment program is legislative provision for tax increment financing, rather than direct aid. Tax increment financing may be used for land assembly, site improvements, public facilities, and direct assistance to property owners or renters. Under tax increment financing legislation, a Redevelopment Agency may sell bonds to finance improvements. Repayment of bonds is accomplished by receipt of property tax on the difference between land and improvements assessments before and after the start of the redevelopment program. Once bonds are repaid, the tax on this portion of assessed value goes to other taxing agencies.

SUGGESTED REDEVELOPMENT STRATEGY

If the City of Rosemead should decide to utilize redevelopment it is recommended that the definition of redevelopment Project Areas be determined by two major factors - first, on the basis of eliminating the negative conditions of blight as defined by law; and second, on the basis of realizing maximum benefits from existing city assets which can help stimulate and support redevelopment. Figure 10-2 on the opposite page illustrates major areas of the city possessing these two characteristics.

If state redevelopment is selected as a means of implementing redevelopment, then careful consideration should be given to defining project areas which have areas with revenue producing potential combined with areas of need, particularly housing, that will probably involve costs in excess of revenues.

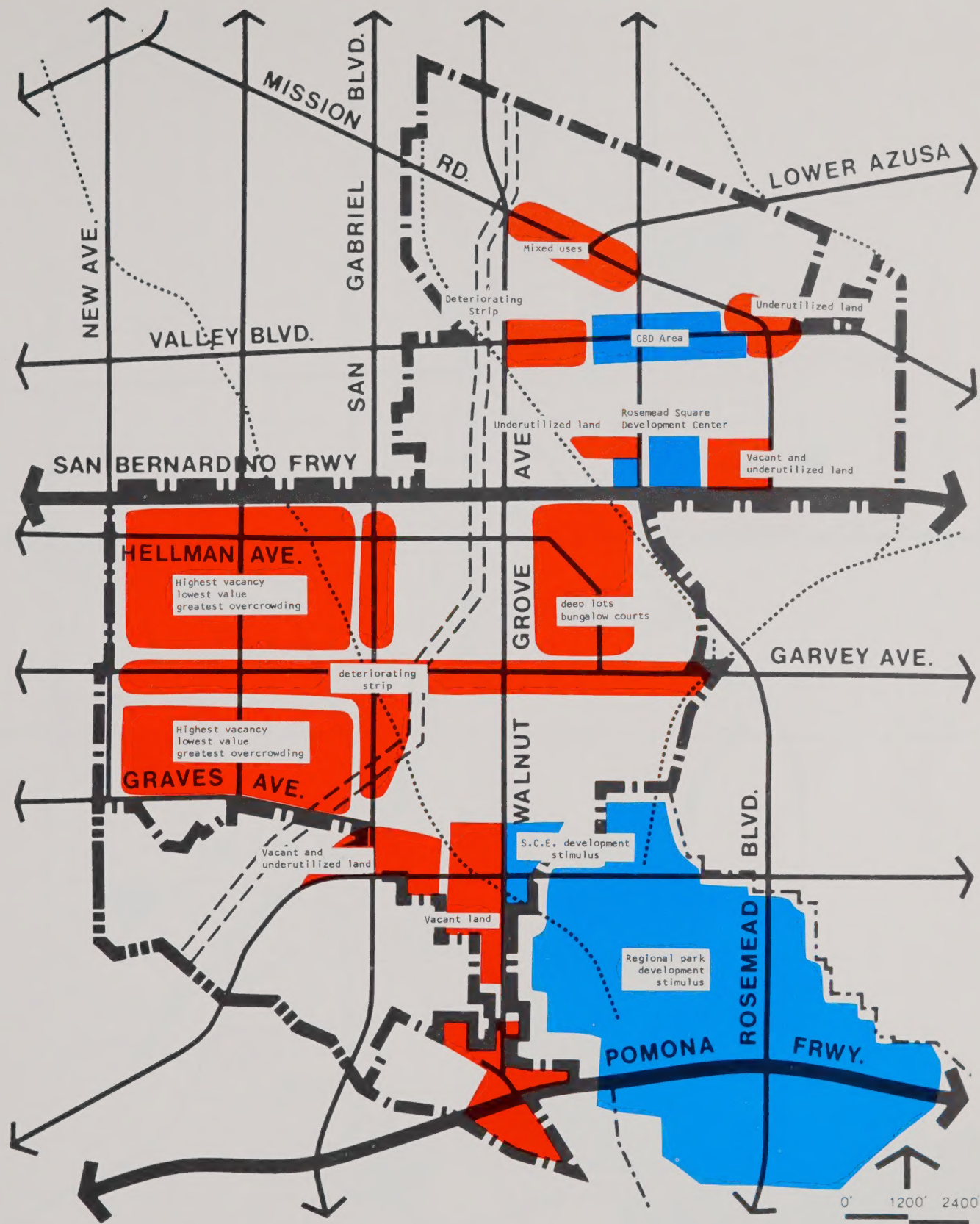
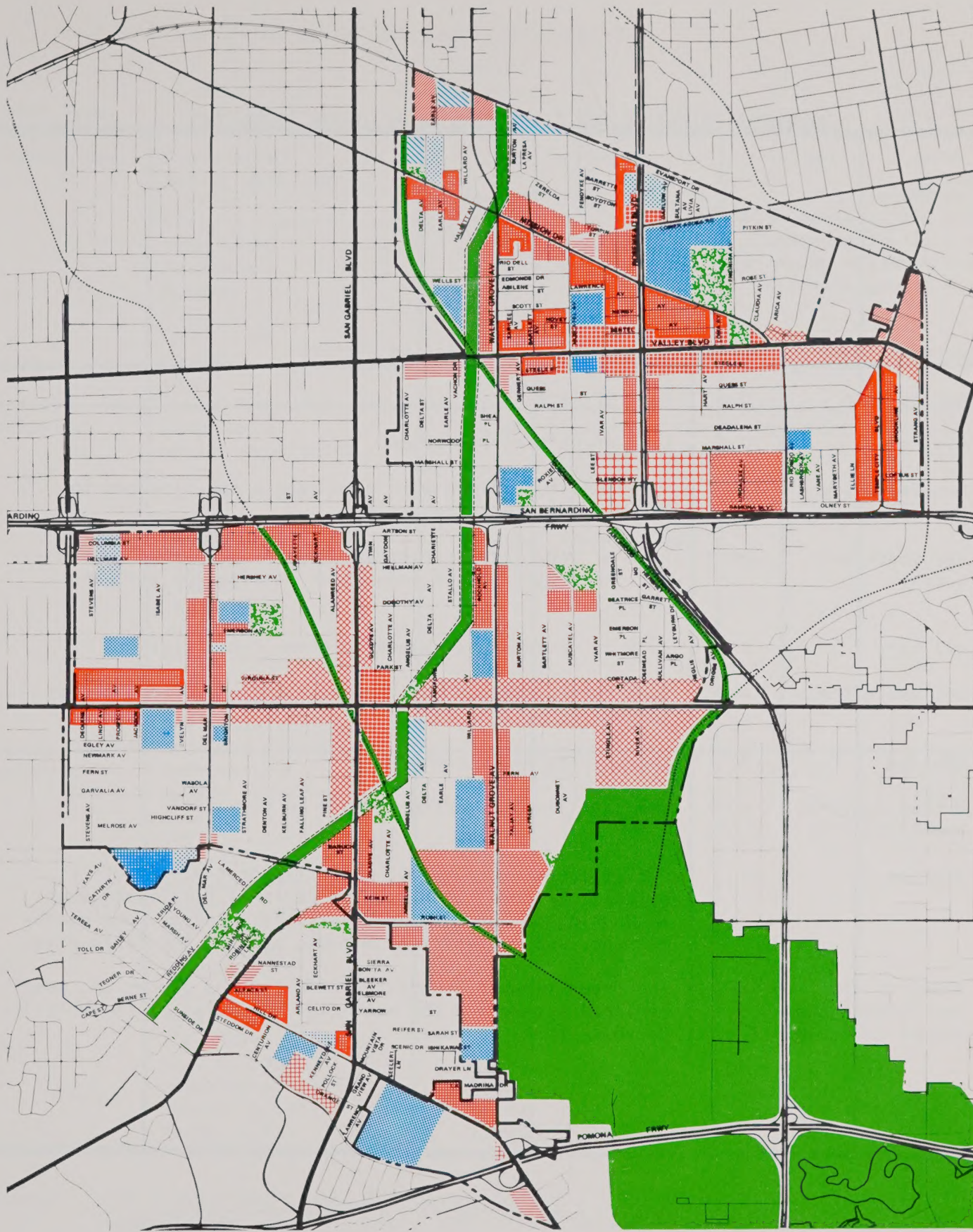


FIGURE 10-3: REDEVELOPMENT FACTORS

- AREAS WITH BLIGHTED CONDITIONS
- MAJOR ASSETS PROVIDING STRONG SUPPORT FOR POTENTIAL REDEVELOPMENT



PROPOSED LAND USE - 1990 AND BEYOND

COMMERCIAL
 Regional
 Community
 Neighborhood
 Convenience

Office Park with Research and Development (Rosemead Square)
 Office and Regional Retail and/or Service Industry (S.C.E. Area)

HOUSING
 Low and Medium Density
 High Density
INDUSTRY
 Light
 Service with Regional Commercial

PUBLIC FACILITIES
 Local Open Space/Recreation
 Regional Open Space/Recreation
 Schools
 Public Institutions
 Private Institutions
 Utilities

APPENDIX

A

ROSEMEAD POTENTIAL FOR ATTRACTING BASIC INCOME PRODUCERS

Rating Scale:

0 = little or no potential

+ = slight potential

++ = moderate potential

+++ = strong potential

Source of Income	Rating	Rating Factors
1. Agriculture	0	Lack of land
2. Mining	0	Lack of natural resources
3. Manufacturing	+++	Availability of land with good access and linkages to markets and other industries
4. Aerospace and Defense	++	Lack of very large sites; as supplier of parts; space and linkages to other industries lacking for strongest potential
5. Military	0	Lack of space and linkages to other facilities
6. Wholesale Trade	++	Good freeway access and central location in San Gabriel Valley
7. Fishing	0	Lack of the basic resource
8. Motion Pictures and Television	+	Decentralized production trends in this field
9. Tourism	+	Proximity to Santa Anita, potential development of Whittier Narrows, proximity to regional facilities such as Huntington Gardens and Disneyland; however, one nearby element, such as Whittier Narrows must be the basic draw.
10. Research and Development and Higher Education	++	The freer floating character of R & D and education, good regional access and the potential amenities of the Whittier Narrows recreation area

APPENDIX

B

ROSEMEAD POTENTIAL FOR ATTRACTING BASIC INCOME PRODUCERS

SHOPPING CENTER TYPES AND CHARACTERISTICS

Center Type	Most Common Facilities	Typical Size (sq.ft.)	Site Size Range	Average Size (sq.ft.)	Population of Average Trade Area
Neighborhood	Supermarket	17,600	buildings: 30,000 to 100,000 sq.ft. site: 4-10 acres	50,000	5,000- 40,000
	Junior Department Store	13,700			
	Variety Store	5,500			
	Drug Store	5,900			
	Restaurant	2,600			
	Apparel	2,400			
	Cleaners	1,500			
	Shoe Store	2,400			
	Hardware	4,200			
	Bank	3,400			
Community	Supermarket	20,000	buildings: 100,000 to 300,000 sq.ft. site: 10-30 acres	150,000	40,000- 150,000
	Junior Department Store	33,000			
	Variety Store	18,200			
	Drug Store	8,700			
	Restaurant	3,800			
	Apparel	3,800			
	Cleaners	2,000			
	Shoe Store	8,900			
	Hardware	6,400			
	Bank	3,900			
	Medical	1,200			
	Furniture	10,200			
	Real Estate	1,000			
Regional	Supermarket	26,500	buildings: 300,000 to 1,000,000 sq.ft. site: 30+ acres	400,000	150,000- 400,000
	Junior Department Store	44,600			
	Variety Stores	26,500			
	Drug Stores	11,000			
	Restaurants	5,200			
	Apparel	6,300			
	Cleaners	2,000			
	Shoe Stores	10,300			
	Hardware	8,300			
	Banks	5,300			
	Medical	700			
	Furniture	16,000			
	Real Estate	2,100			
	Department Stores	164,000			
	Beauty Shops	1,600			
	Candy, Nuts	1,000			

*Sources: The Dollars and Cents of Shopping Centers. 1966 Urban Land Institute.
Community Builders Handbook, 1968, Urban Land Institute.

LAND USES PERMITTED IN ZONING CATEGORIES

This table is not a legal definition of zones and is intended only as a guide to complete definitions found in the city zoning ordinance.

Zoning Category	LAND USES PERMITTED										
	Single-Family Residence	Two Single-Family or One Two-Family Res.	Multi-Family, Apartments	Rooming, Boarding Houses	Lodge Halls	Professional Offices	Specified Small Retail Shops	Complete Retail, Bars, Hotels, Used Cars	Light Manufacture, Lumber, Welding	Heavy Manufacture, Autos, Foundries	Crops, Cattle Raising
R-1 Single Family Residential	●										
R-2 Light Multiple Residential	●	●									
R-3 Medium Multiple Residential	●	●	●	◐							
R-4 Heavy Multiple Residential	●	●	●	●	●						
C-0 Professional Office	●	●	●	●	●	●					
C-1 Neighborhood Commercial						●	●				
C-3 Medium Commercial						●	●	●			
M-1 Light Manufacturing						●	●	●	●		
M-2 Medium Manufacturing						●	●	●	●	●	
A-1 Light Agricultural	●										●
P Automobile Parking	*	*	*	*	*	*	*	*	*	*	*
D Design	*	*	*	*	*	*	*	*	*	*	*
P-D Planned Development	*	*	*	*	*	*	*	*	*	*	*
CC Civic Center Overlay						◐*	◐*				
CBD Central Business District						◐	◐	◐			



permitted use



certain specified subgroup of this use only is permitted



use permitted depending on approval of precise plans by city



use permitted if also zoned for specific land use zone permitting this use

DEVELOPMENT RESTRICTIONS IN ZONING CATEGORIES

Zoning Category	DEVELOPMENT RESTRICTIONS								Other
	Building Height (feet/stories)	Front Yard (feet)	Side Yard (feet)	Rear Yard	Minimum Lot Area (sq.ft.)	Minimum Build- ing Area (sq. ft. per unit)	Offstreet Parking	Building Separation	
R-1 Single Family Residential	35/2½	20	5	25 ⁵	6000	1000	2/unit, 3 max.	20	
R-2 Light Multiple Residential	35/2½	20	5	20 ⁵	6000 ⁶	750	2/unit	20	
R-3 Medium Multiple Residential	35/2½	15	5 ²	15	5000 ⁷	600 ⁸	2/unit	10	landscaping, 160' long building
R-4 Heavy Multiple Residential	50	10	5	15	1000/ unit	none	2/unit	none	landscaping, open space
C-0 Professional Office	50	10	none ³	20	none ³	none	note 9	none	
C-1 Neighborhood Commercial	35	50 ¹	none	none	none	none	note 10	none	
C-3 Medium Commercial	75	50 ¹	none	none	none	none	note 11	none	
M-1 Light Manufacturing	75	none	none ⁴	none ⁴	none	none	note 12	none	3% landscaped, barrier wall
M-2 Medium Manufacturing	75	40 ¹	none	none	none	none	note 12	none	
A-1 Light Agricultural	35/2½	20	5	20 ⁵	5000/ unit	none		20	
P Automobile Parking	requirements per specific use zone associated with								
D Design	requirements depend on review of specific plans								
P-D Planned Development	requirements depend on review of development plan								3 acres min. area
CC Civic Center Overlay		20	10'					20	2% landscaping
CBD Central Business District	none								

1 Distance from centerline of street.

2 Or ½ building height, whichever is greater.

3 Buildings for residential use must comply with R-4 zone restrictions.

4 Setback required when abutting residence, school or park as in residential zone.

5 Or 20% of lot depth, whichever is less.

6 Not less than 3000 square feet per unit.

7 Not less than 1500 square feet per unit.

8 600 (bachelor), 650 (1 BR), 800 (2 BR) plus 200 per additional bedroom.

9 One square foot per square feet of office area.

10 One square foot per square feet of ground floor area.

11 Depends on use.

12 One space per 400 square feet of floor area.

Wilsey & Ham's contract with the City of Rosemead called for an evaluation of the potential impact of the Route 164 north-south freeway proposed by the California State Division of Highways. Figure PR-7.3 in the Wilsey & Ham working papers identified the role of the proposed Route 164 as that of an intermediate north-south connector between Interstate 210-the Foothill Freeway and the Pomona Freeway. Route 164 could also connect to Interstate 605-the San Gabriel River Freeway at a point several miles south of the Pomona Freeway.

Because Rosemead is located about midway between the Long Beach Freeway and the San Gabriel Freeway and because the County has indicated a study corridor in the vicinity of Rosemead Boulevard, Wilsey & Ham believes the City is well founded in beginning its considerations now. However, when contacted by Wilsey & Ham, the California State Division of Highways indicated that it had no definite plans for the freeway at this time and that preliminary planning was a number of years off. Therefore, no firm recommendations for an alignment are being made at this time. If the plans of the Division of Highways become more definite, it is suggested that further study of the four alternatives identified below be made as well as others which may become appropriate for study in the future. Suggested in the chart on the opposite page are the kinds of factors which will require more detailed quantification at a later point in time.



POSSIBLE FREEWAY CORRIDORS IN ROSEMEAD

Alternative	General Alignment	Relocation Costs	Noise Impact Costs	Regional Accessibility Benefits to Rosemead Citizens	Local Accessibility Benefits to Rosemead Citizens	Regional Accessibility Benefits to San Gabriel Valley Citizens	Possible Renewal Benefits for Rosemead Citizens
A	along San Gabriel Boulevard	relatively high commercial relocation, moderate to high residential relocation	relatively low if proposed land uses developed and setbacks required	relatively good due to central location	reduced traffic volumes on north-south arterials	no significant variation between alternatives	relatively great potential to utilize freeway for developing service industries; creates barrier problem for proposed community center
B	within Whittier Narrows and along San Gabriel Wash	relatively low commercial relocation; moderate residential	relatively low in southern portion due to industrial uses adjacent and moderate in north because of adjacent low density residential	relatively good due to central location	reduced traffic volumes on north-south arterials	no significant variation between alternatives	moderate potential for assisting development of proposed land uses; helps Rosemead Square regional center but has negative residential impact
C	within Whittier Narrows and along Rosemead Boulevard	relatively high residential relocation and moderate commercial	relatively low due to proposed adjacent land uses; negates medical center potential of Rosemead Blvd.	relatively good due to central location	reduced traffic volumes on north-south arterials	no significant variation between alternatives	higher potential for assisting development of proposed land uses; helps Rosemead Square regional center; relatively little negative residential impact
D	within Whittier Narrows and along eastern boundary of Rosemead north of the San Bernardino Freeway	no relocation costs to Rosemead; moderate industrial and residential relocation for El Monte	relatively lowest	least central of four alternatives	reduced traffic volumes on north-south arterials	no significant variation between alternatives	very little or none

FIGURE F-1: EXPECTED EXPENDITURES AS A RESULT OF PROPOSED ANNEXATION

	<u>Expected Annual Cost</u>
<u>General Government</u>	
Administration (1000-2300)	\$ 5,000
<u>Public Safety</u>	
Law Enforcement (3000)	77,100
Building Regulations (3200)	6,600
Fire Protection	0
<u>Public Works</u>	
Administration (4000)	2,500
Sewer Maintenance (4800)	4,100
Street Construction (5000) (Area basis)	13,600
Street Maintenance (6200-6600)	34,500
Street Lighting (6900)	10,100
Refuse Collection	
Flood Control	
<u>Public Health</u>	
Health Services	1,100
<u>Recreation and Parks (8000-8300)</u>	
Development (Capital Cost)	40,000 (per year for 10 years)
Operation and Maintenance	40,000 (after completion)
TOTAL ANNUAL EXPENDITURES	\$234,600

FIGURE F-2: EXPECTED REVENUES AS A RESULT OF PROPOSED ANNEXATION

	City Account Number	Description of Revenue Source	Approx. 1971-72 Per-Capita Rate	Estimated Additional Revenue from Annexation Area (To Nearest \$100)	Reason for Adjustment
GENERAL FUND	914	Trailer Coach Fees	\$ 0.0601	\$ 400	
	915	Sales & Use Tax	13.6585	20,000*	Lack of commercial development
	916	Franchise Fees	1.4390	8,600	
	919	Real Estate Stamp Tax	0.1829	1,100	
	920	Business License Fee	0.2927	500*	" "
	924	Building Permit Fees	1.0976	6,600	
	928	Special Permits	0.0122	100	
	931	Court Fines	0.1951	1,200	
	952	Filing and Cert. Fees	0.0366	200	
	953	Engineering Fees	0.0601	400	
	959	Service Charges	0.0601	400	
	974	Ambulance Collection	0.0146	100	
	981	Motor Vehicle Lic.	7.82	46,000	
	982	Cigarette Tax	1.90	3,000*	" "
	983	Highway Carriers	0.0805	500	
	984	Co. Grants/Sewer Conn.	0.0427	300	
	GENERAL FUND TOTAL			\$ 89,400	
TRAFFIC SAFETY	930	Vehicle Code Fines	\$ 4.2683	\$ 10,000*	Lack of res- tricted areas
	TOTAL GENERAL PURPOSE			\$ 99,400	
GAS TAX	985	2107 Construct. & Maint.	3.93	23,600	
	991	2106 Tax Fund Appor.	4.71	28,300	
	994	Aid to Cities	1.3637	8,200	
	940-4	Interest/Gas Tax	0.2195	1,300	
	TOTAL GAS TAX			\$ 61,400	
CITY SPECIAL DISTRICTS	910	Street Lighting Dist.	2.1952	3,200	
	910-2	Maintenance District		0	
	GRAND TOTAL OF REVENUE			\$164,000	

*Adjusted downward from per capita rate.



F. Beach Leighton & Associates, Inc.

300 SOUTH BEACH BOULEVARD • LA HABRA, CALIFORNIA 90631 • (213) 694-1826 • (714) 526-1337

February 18, 1972

Project No. 1820

TO: Wilsey and Ham
Attention: Mr. R. Dale Beland

FROM: F. Beach Leighton & Associates

SUBJECT: Seismic Hazard Areas, City of Rosemead

We have examined the distribution of known fault lines and possible seismic hazard areas in the City of Rosemead as requested in your letter of February 15, 1972.

Two faults are thought to be present within the subject area (see attached map). The Workman Hill Fault Extension is buried under an estimated 800 feet of Recent and "older" alluvium and is, therefore, thought to be inactive. The unnamed fault to the southwest is less well known, and is also considered inactive.

The Raymond Hill Fault is located approximately 2.4 miles north of the northernmost part of Rosemead. It is generally considered potentially active, but does not have a seismic history that is sufficient to estimate the magnitude of any future earthquake that might occur along this fault.

No seismic hazard zones can be established on the basis of expected movement along an active or potentially active fault within the City of Rosemead. Hazardous areas may exist as the result of local soil and ground-water conditions, but such a study is beyond the scope of your request.

Respectfully submitted,

Donald O. Asquith

Donald O. Asquith
Registered Geologist (RG 2553)

/jm

Attachment: Map

Distribution: 2

Wilsey and Ham (2)
Attention: Mr. R. Dale Beland

F. Beach Leighton
F. Beach Leighton
Engineering Geologist (EG 599)

FIELD OFFICES:

Agoura/Thousand Oaks
(213) 889-2472

Laguna Hills
(714) 830-3611

San Bernardino
(714) 884-1988

APPENDIX

G

F. BEACH LEIGHTON & ASSOCIATES, INC. SEISMIC REPORT



WHITTIER NARROWS DAM RECREATIONAL AREA

Improvements scheduled for Whittier Narrows Dam Recreation Area are indicated on the above general development plan published by the Los Angeles County Board of Supervisors. The \$11,900,000 project will involve 811 additional acres and include new picnic, sports and hobby areas, shooting ranges, lighting, parking improvements, a redesigned archery range and large equestrian area. The improvements are designed to allow the park to serve an additional 20,000 visitors per day. Extension of Rush Street over the Rio Hondo channel will greatly improve access to this park for Rosemead residents.

SPECIAL STREET CONSIDERATIONS

Developing the recommended circulation improvements will require a series of more detailed implementation studies. The map on the opposite page identifies a series of special study elements. These elements address the key issues of

- 1) reducing regionally-caused congestion on Rosemead Boulevard--Figures 1-1a, 1-1b and 1-1c indicate preliminary alternatives for handling the key problems of southbound Rosemead Boulevard traffic and eastbound San Bernardino Freeway traffic and their relationships to westbound freeway traffic;
- 2) reducing locally-caused congestion on Rosemead Boulevard--by eliminating intersections of local cross streets such as Ralph and De Adelena;
- 3) improving nearby city access to Rosemead Square--by extending Marshall Street;
- 4) improving local access from Rosemead Square to the Valley Boulevard CBD and vice versa--by extending Hart Street for mini-bus and pedestrian circulation.

It is important that the local access provided by the Hart Street extension be undertaken only after the regional and nearby city access improvements described above are implemented.

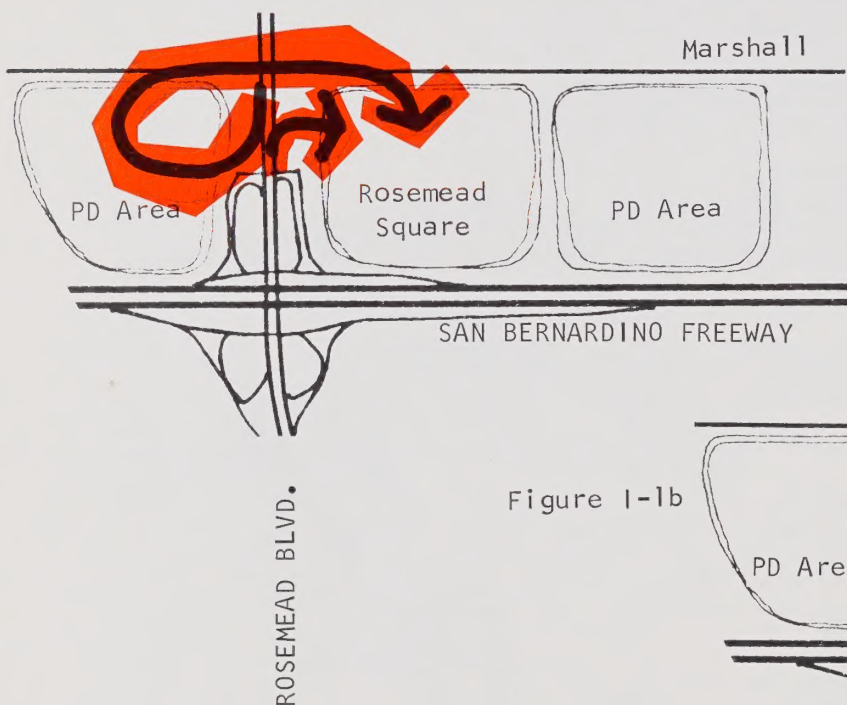


Figure 1-1a

Figure 1-1b

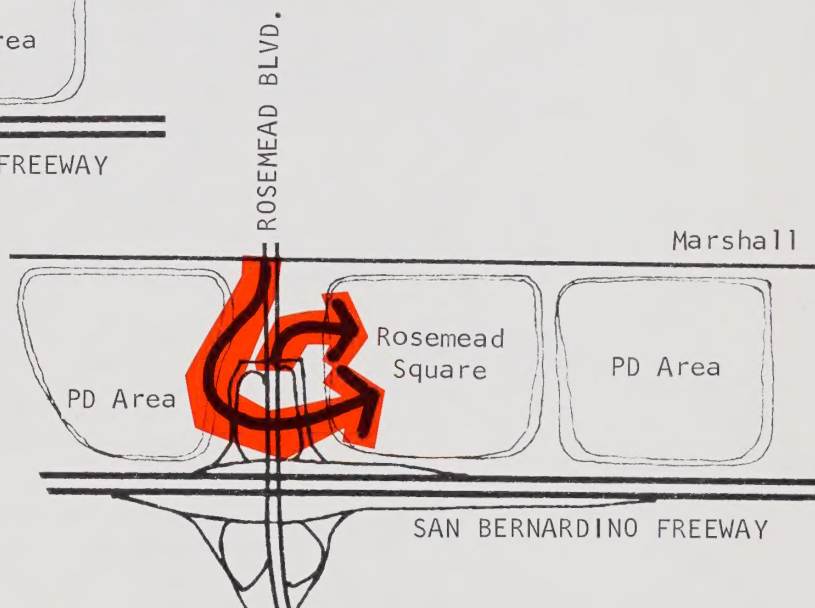
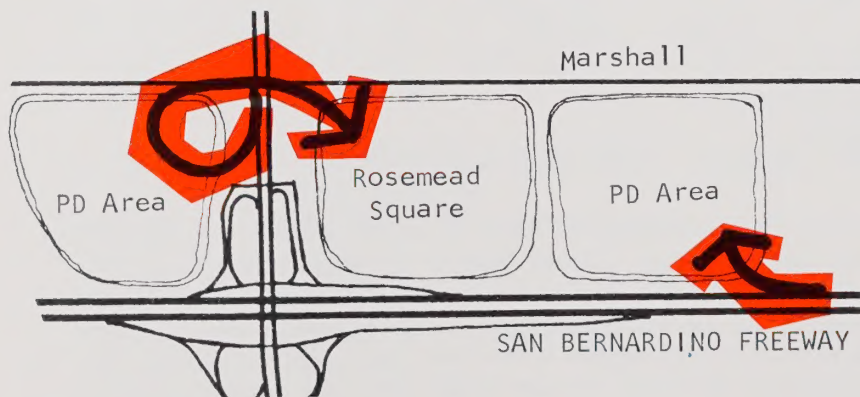
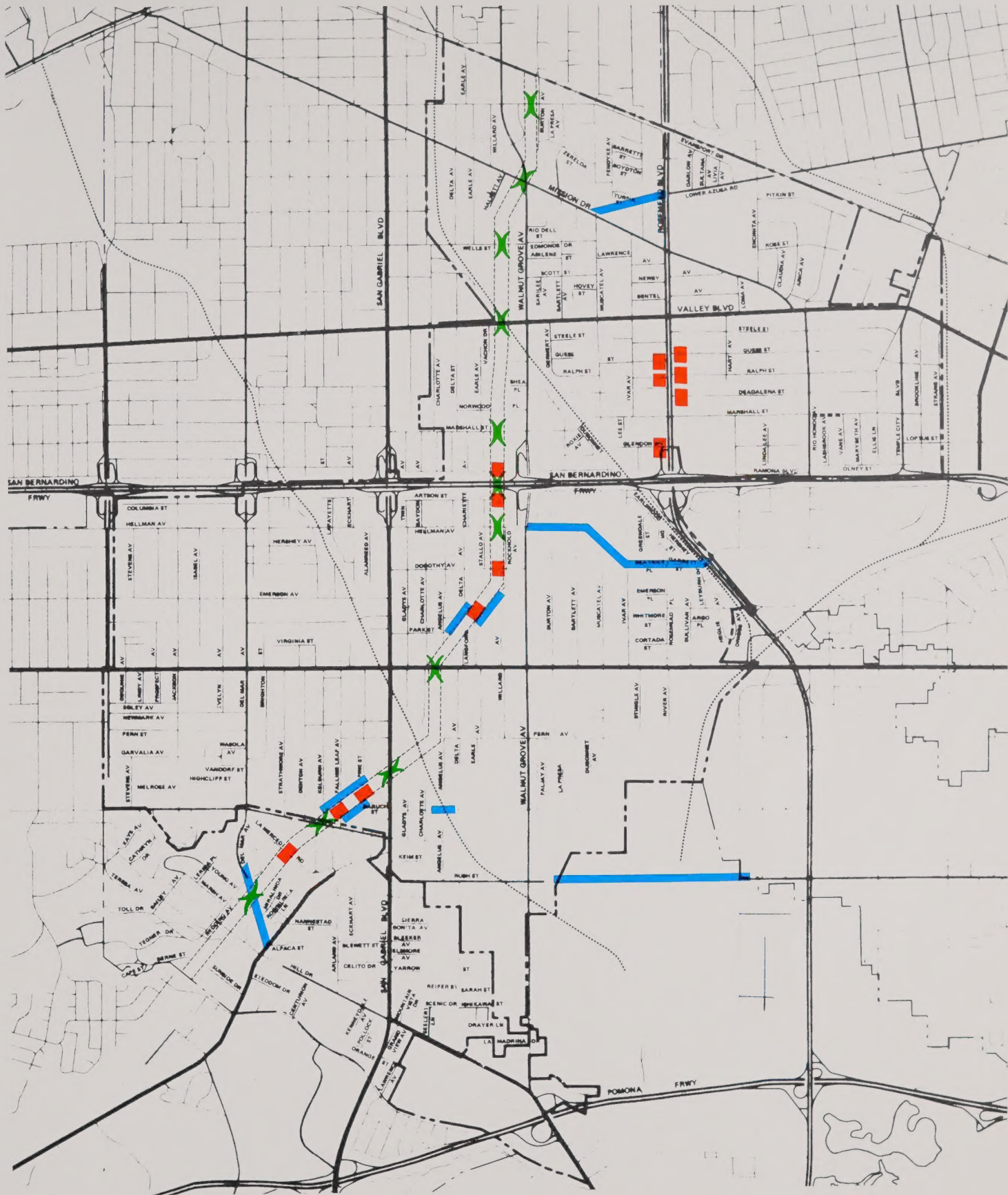


Figure 1-1c





SPECIAL STREET CONSIDERATIONS

- STREET CLOSURE
- STREET EXTENSION
- X PEDESTRIAN CROSSING FOR OPEN SPACE/TRAIL SYSTEM

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